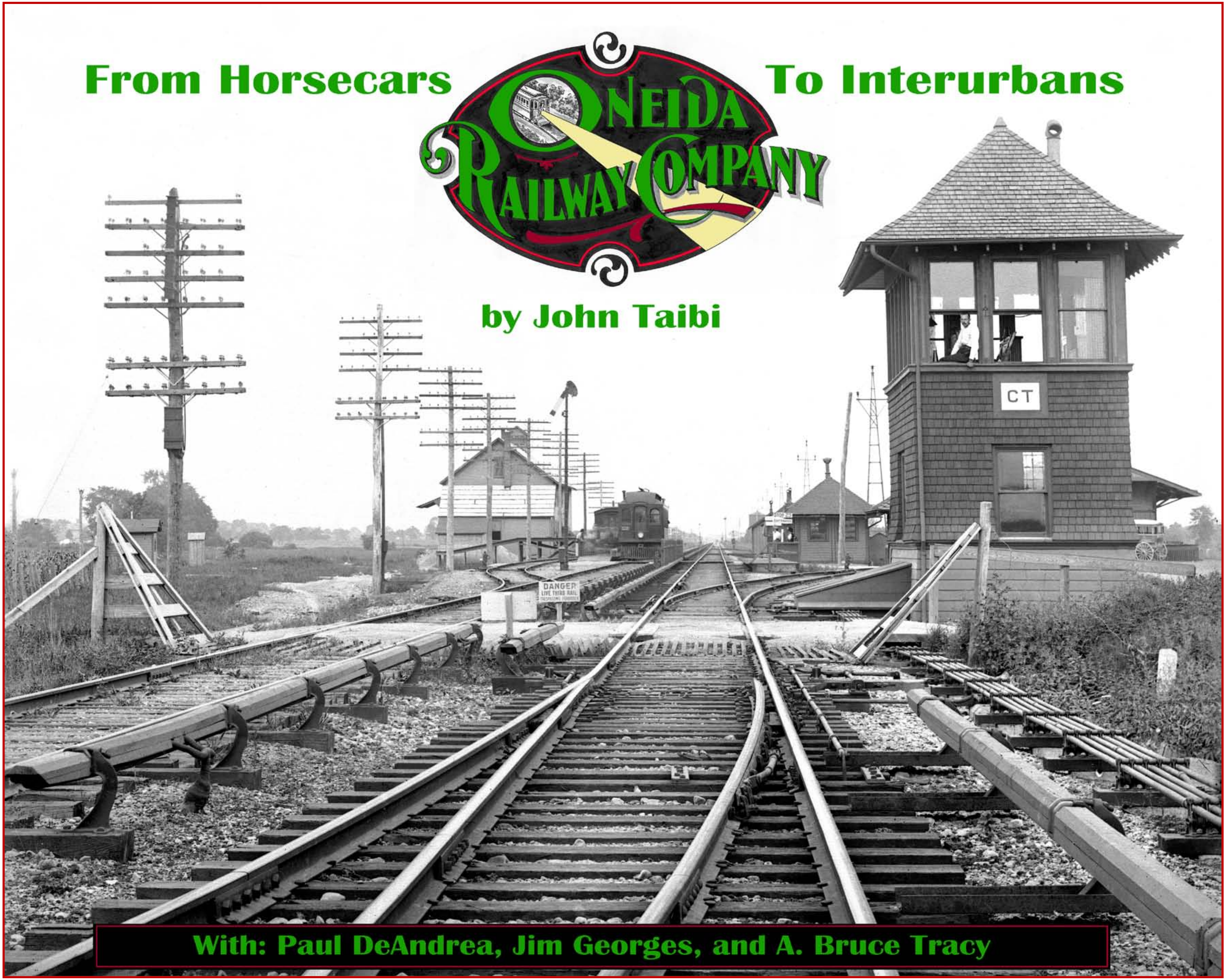
From Horsecars To Interurbans

Oneida Railway Company

by John Taibi



With: Paul DeAndrea, Jim Georges, and A. Bruce Tracy

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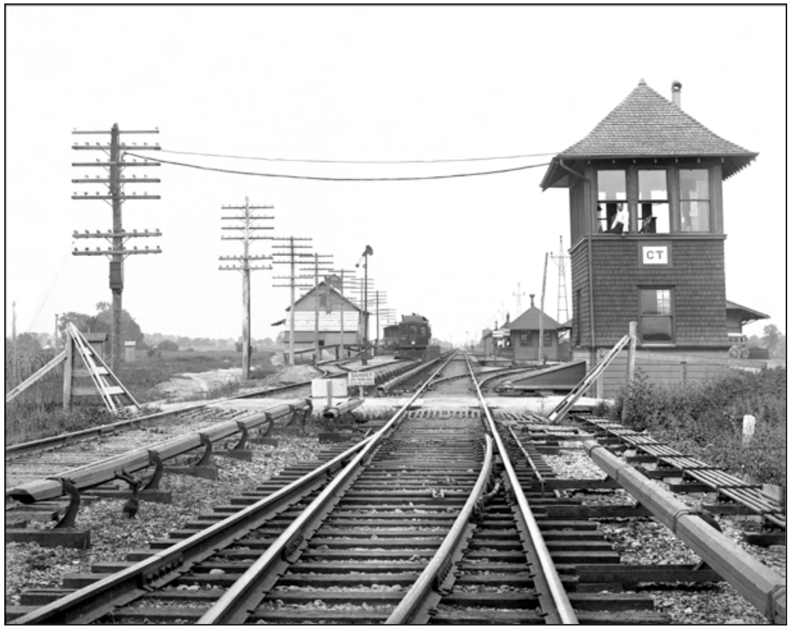


On the Cover:

This wonderful scene satisfactorily displays the Oneida Railway Company's Stop 29 station grounds at North Chittenango. It contains all of the elements that made up the unique ORCo's 3rd rail system: under running 3rd rail with covers, support brackets, duct work, breaks and jumpers, and insulating blocks, the 3-line transmission system, towers with large pin-type insulators mounted upon their top, the West Shore Railroad's "new" depot, milk station, block station, freight house, and - of course - a 500 series Brill built interurban car stopped on the eastbound track. This view looks west at milepost 263.83 with the Chittenango Highway crossing just in front of the block station, and dates from the New York State Railways Oneida Lines era. The picture (left, above and cover) has been electronically enhanced from an original 4X5 glass plate negative (left, below). For details on the Third Rail's elements shown in this picture, see pages 164-165.

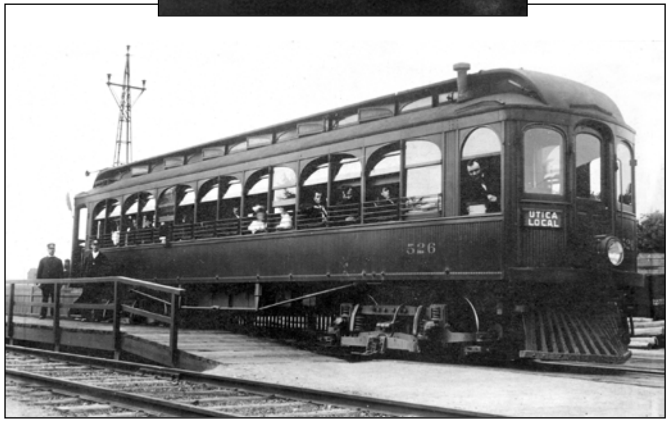
Collection of Randy Wilsey.

This book is dedicated to the memory of the great inventor

Frank J. Sprague;

The Father of Electric Railroading.

His invention(s) made it possible for communities to expand
both horizontally and vertically.



Oneida Railway Company Brill-built car #526 pauses at Stop 16, Vernon, enroute to Utica. Motorman, Conductor, Trainman, and passengers are all watching the photographer do his work. Could they also be thanking Mr. Sprague for making this form of travel possible? A standard transmission line tower rises high above the rear of the car, also in salute to Mr. Sprague. Thanks, Frank! Collection of Sue and John Hudson, Depot Square Publishing.

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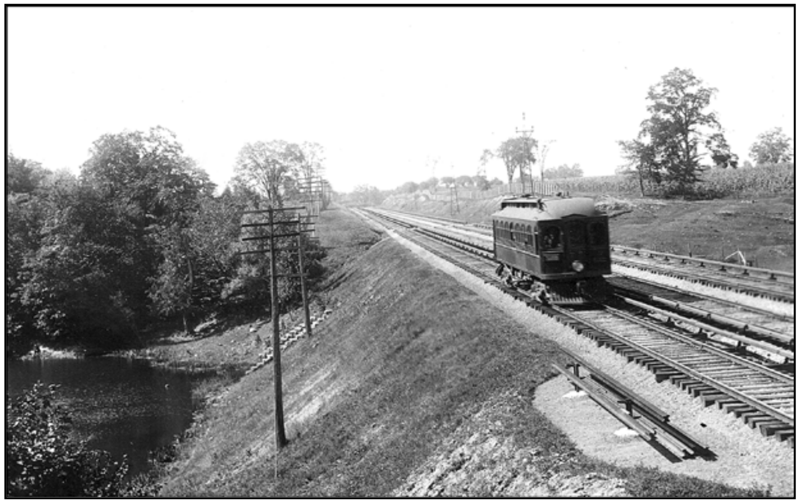
Preface

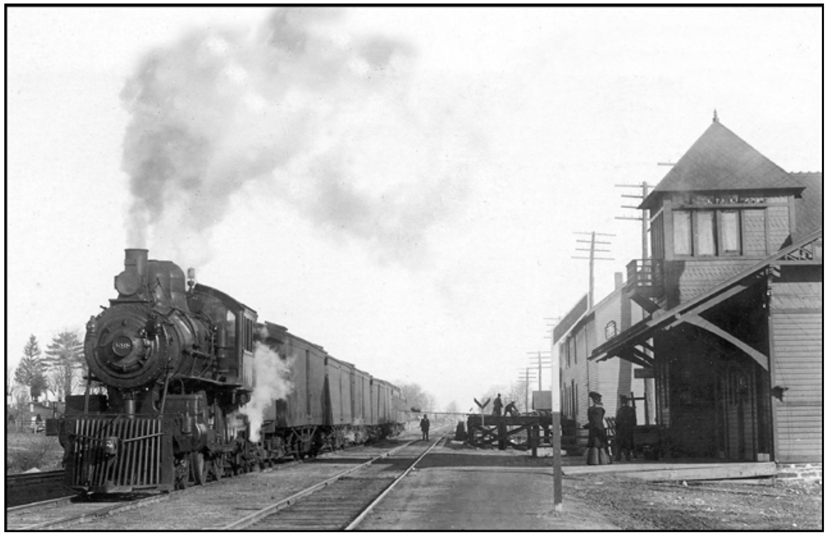
I'm fascinated by any railway transportation vehicle that uses either an overhead trolley or third rail shoe to collect electricity for propulsion purposes. Yet, I do not consider myself to be a traction – or "juice" – fan. I prefer steam or diesel powered railroading; narrow or standard gauge equally. So what is it I like about trolley and interurban lines? Well, I like the no nonsense, businessman's, look of their wooden cars, be it a flat nose or streamlined carbody does not matter. But, the real appeal to traction lines for me is, or I should say "was," their terrain hugging capability, and how they dared to go where "steam" railroads feared to tread. The trolleys and interurbans ran through scenic countryside and quaint communities in such a way that they didn't just pass through this environment; they became a part of it. If you wanted to go some place and see some wonderful scenery along the way, an electrically powered line was the perfect way to go. That's why, for a mere few cents for a seat, electric railroading was all the rage during the years just before and after the turn of the Twentieth Century.

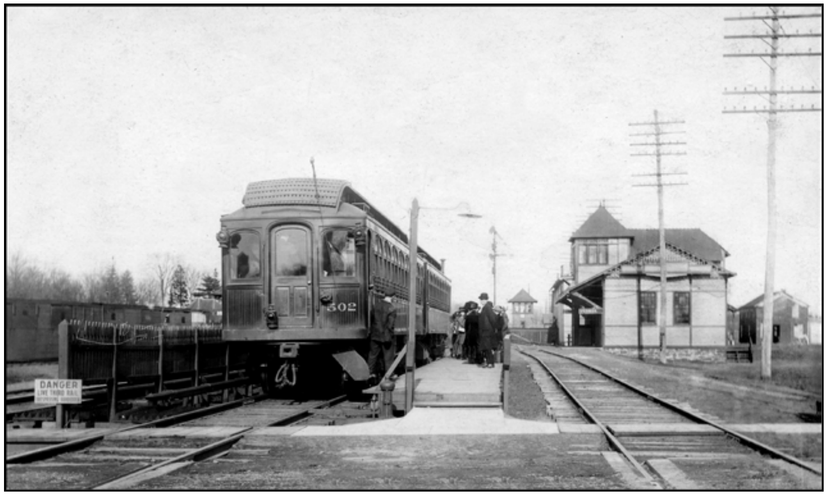
Because of my not being a "fan" of electric railroading in the truest sense of the word, it has taken seven long years for me to gather the guts to write this story of the Oneida Railway Company of Oneida, New York. Fortunately, during these years, I've learned how to recognize a good story and how to tell one. I just haven't learned how to tell a "short" story, and that is a good thing in the case of the Oneida Railway as there is a lot to tell. It has also been immeasurably pleasurable to have had the assistance of Bruce Tracy, Jim Georges, and Paul DeAndrea. These fellows helped me over the hump of inadequate feelings for writing about an electrically propelled railroad. It was Bruce who, many years ago, inquired of me, "Do you know where all the Stops were located along the Third Rail Line." I didn't. Together we've worked to answer his question. (See Chapter 7.) Jim may be the most meticulous and thorough railroad researcher and archeologist I've ever met. His desire to provide the most factual story possible is evident on nearly every forthcoming page of this work. And Paul has worked in the electrical energy field his



Electrically powered railroading had the innate ability to appear harmonious with its environment. An Oneida Railway Company interurban car skirts Hecla Pond (above) while descending Vernon Grade. A. Bruce Tracy collection.
Right- Jim Georges appears quite pleased while examining the remains of West Shore Railroad's milepost #250 that he has just finished extracting from terra firma. Photograph by John Taibi.

entire life. It may be his expounding to me his knowledge of electricity and its apparatus that I needed most, thereby giving me the confidence to commit to writing this story. He must somehow be genealogically related to Frank Sprague, the genius who made electric railroading possible in the first place.





I suppose my hesitance in writing about electric railroading, however, was mostly overcome when I belatedly realized that the Oneida Railway Company's Third Rail Line had been a traditional steam railroad first and returned to that character after only twenty-three years of electric operation. With this in mind I could mentally commit to writing this story of central New York's unique third rail electric powered operation.

Over the years of my chronicling central New York's railroading history, I think I've mastered measuring and determining what ingredients are required for a good story: It starts with personal remembrance – not by me but from someone I've interviewed regarding the pertinent subject. My wife, Barbara, tells everyone that I write like I talk; you just don't get the (Long Island) accent! That may be why folks tell me that when they are reading one of my "stories" they feel like I'm sitting right next to them and personally telling them my tale.

Remembering something from the past stirs a feeling of sentimentality in people; older folks are more susceptible to this affliction. Those afflicted with contagious sentimentality more easily infect others. I suppose older folks are my audience since anyone who recalls the really good railroading past has to be at least seventy years old. I'm almost there, and I can say for a fact that sentimentality is big with senior citizens.

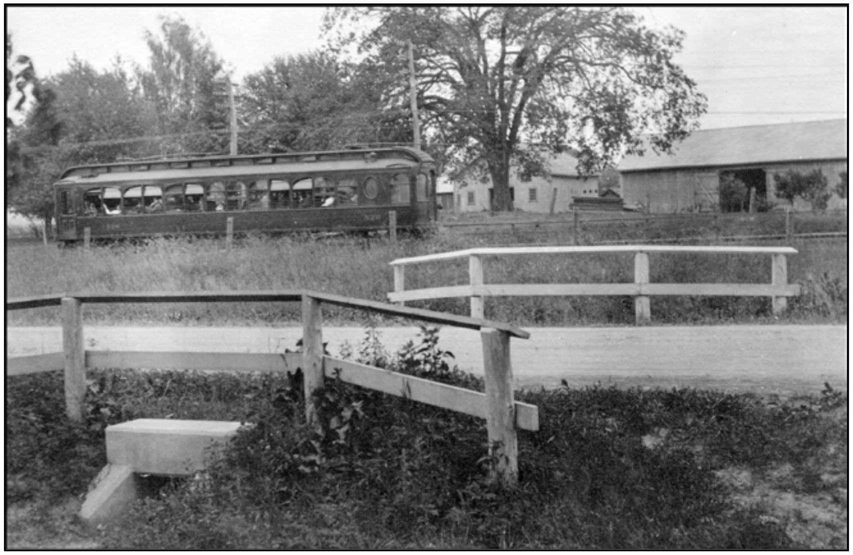
I was able to overcoming my mental inertia about electric railroading when I finally realized that the Oneida Railway Company's electrified third rail line had started its life as a steam railroad – the New York, West Shore & Buffalo Railway. It helped my mental process to have two photographs, shown at left, to visually prove that steam had indeed given way to electricity. These near-identically posed scenes were taken at Vernon, with and without third rail apparatus. Both views show the depot and milk station; only the lower picture displays Block Station VO in the distance, which was another addition added when electric railroading came to town. In the upper picture, by Virgil Lewis, the West Shore's westbound milk train has stopped to load and unload cans and passengers, while the lower view depicts just transferring riders from an eastbound 2-car interurban train at Stop 16. Sandy & Ray Drake collection.

I remember, now quite a few years ago, an old gent who lived in Vienna, New York all of his life. I was visiting with him to draw out information about the old Lehigh Valley Railroad line that had run through his hamlet. But, while we were talking, he purposefully – it seemed – stalled on his Lehigh Valley thoughts and immediately switched to a comment about the Utica to Syracuse electrified third rail line. “I remember many nights,” he related, “when way off in the distance the horizon would explode in brightness. I couldn’t figure out, at first, what caused those flashes of light. It was my father who told me they were caused by arcing from the third rail cars as the (pickup) shoes lost – then regained – the current at a crossing.” I immediately looked to the distant south in the direction of the third rail line, and he read my mind: “I know what you’re thinking,” he said. “It’s about twelve miles from here but yet those arcing flashes were powerful enough to see at that distance.”

Another person, who lives right here in Munnsville where this is being written, and which is about eight miles south of where the Oneida Railway Company’s electrified third rail line had been, told me about his “old man” who infrequently rode on the third rail cars to either Utica or Syracuse. After his first trip, the father commented: “It was thrilling to be going so fast that we passed highway vehicles in a flash.” That was when the Seneca Turnpike – the later day Route 5 and a component of the Yellowstone Highway – was unimproved. But, even after macadam was put down, Ford’s jalopies still stood no chance of pacing a third rail car at speed.

But, remembrance is not all there is to a good story. Rather, it’s the stage that the story’s subject is played out upon. In the case of the Oneida Railway Company, the subject of this discourse, a reader wants to know what the reason was for it being envisioned and built. How did it provide a service that enhanced the life of people? And, who were the people that had the wherewithal to have brought the subject dream to reality are only some of the questions on a reader’s mind that need to be addressed. Answering a reader’s questioning thoughts encourages further sentimentality.

Additionally, a story should contain other important components such as information for people to learn from, it should be entertaining, and it hopefully creates a human connection between people and events in the book with the reader. Of these three, the last may be the most vital since reading about historic people and events reminds a reader of similar – if not identical – associations they may have had in their lives. I call this “getting inside a reader’s head.” When this occurs, authors have readers right where they want them.



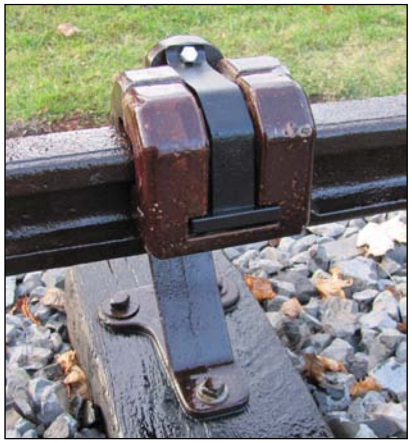
Above- Oneida Railway Company westbound car #526, by this time a property of New York State Railways, is slowing for its “Local” call at Stop 18. “Limited” cars would race through this scene at 50 miles per hour, faster – by far – than any vehicles traversing the unimproved State Highway 5 in the foreground. Speed was one other factor in the third rail line’s success and popularity, as well as in its remembrance today. Collection of A. Bruce Tracy.

In the pages following, I believe that even the most seasoned "juice" fan will learn a few things in this story about electric railroading days throughout New York's Mohawk Valley region in general and the Oneida Railway Company's electrified third rail line specifically. Its promoters, construction, and physical characteristics are ripe for discussion and review; the three never having been properly harvested, I believe, in other written works. Fellows by the name of Andrews, Stanley, and Allen are our human connection to the line. They supplied the physical and mental endurance for the promotion, construction, and operation of the electric cars, adding their energy to the 60,000 volts of alternating current supplied to the line. That's a lot of power, both human and man made. But, you may not have heard of these men, so I'll tell you about them and throw in a more familiar name, too. Vanderbilt. Specifically, Cornelius, William's H., K., and Willy. You've already just learned something by my mentioning these men. By doing so, one important ingredient of a good story is provided. And, since they are part of a human connection, chalk up another story ingredient thrown into the mix.

In order to keep a person interested in a story, I've found that it's best to steer clear of too much financial mumbo-jumbo. Instead, a little humor goes a long way in keeping a person wanting to see what's on the next page. Maybe you think that there isn't too much humor involved with 600 volts of direct current coursing through a length of 70 pound to the yard bullhead third rail. You'll think otherwise when I tell you about the jumper cables that were part of the equipment inventory carried on every one of the electrified third rail's 500-series cars. A pair of heavy-duty rubber gloves was also on the equipment list. Think about these car supplies for a moment and I'm sure your lips – even now – will begin to form a smile.

Even if all of the above ingredients are to be found in a story, a good story is made by the telling – whether written or spoken. I've been told by people quite a number of times that they like the way I weave an historic tale, even if they have to do it by listening to my Long Island accent. Oh, and a story does not need to be long to be good. Considering the page count of some of my previous books, in this volume I'll only be medium-winded. Barbara would like that.

If trolleys and interurban cars were still running today I'd be riding them all the time, and so would you. They were efficient, speedy when allowed to stretch their legs, cheap to ride, and ran on a frequency unequaled by the steam roads. This is a story of one line I would especially have enjoyed riding. It encompassed all of the elements that brought electric railroading to the forefront of human consciousness during the early years of the previous century yet, its memory is just as modern as today's railroading. I hope you enjoy this "ride" down the Oneida Railway Company's memory lane.

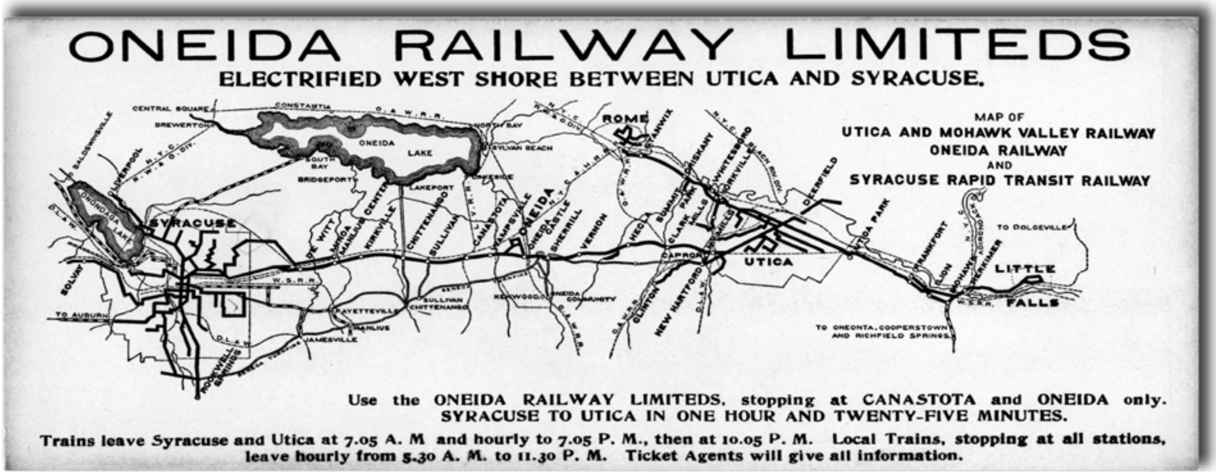

Left- With its wooden covers removed, the deadly third rail is completely exposed. Other third rail appurtenances shown are a cast iron mounting bracket, two porcelain insulating blocks, and strap fastener. John Taibi photograph.

Now that you've got this book in your hand, allow me to pull up a chair alongside yours to personally tell you the story about how the Oneida Railway Company was born as a 1.5 mile long horse drawn trolley line, and matured to become a unique high-speed electric interurban railroad. When we get to "The End," I think you'll agree with me that this was, indeed, a good story.

John Taibi

Introduction

On June 16, 1907 the Oneida Railway Company opened its Utica to Syracuse third rail line to the public. Twenty-two years earlier, the company had been born as an independent horse drawn trolley railroad only 1.5 clip-clop miles long. Now it had become a Goliath-like 44 mile interurban system that owed its transformation and allegiance to the mighty New York Central & Hudson River Railroad. How did all this happen within a period of only one-score plus two years? The first answer to this question came in January 1908 when the “Throop Report” was prepared.



ONEIDA RAILWAY LIMITEDS

ELECTRIFIED WEST SHORE BETWEEN UTICA AND SYRACUSE.

MAP OF
UTICA AND MOHAWK VALLEY RAILWAY
ONEIDA RAILWAY
AND
SYRACUSE RAPID TRANSIT RAILWAY

Use the ONEIDA RAILWAY LIMITEDS, stopping at CANASTOTA and ONEIDA only.
SYRACUSE TO UTICA IN ONE HOUR AND TWENTY-FIVE MINUTES.

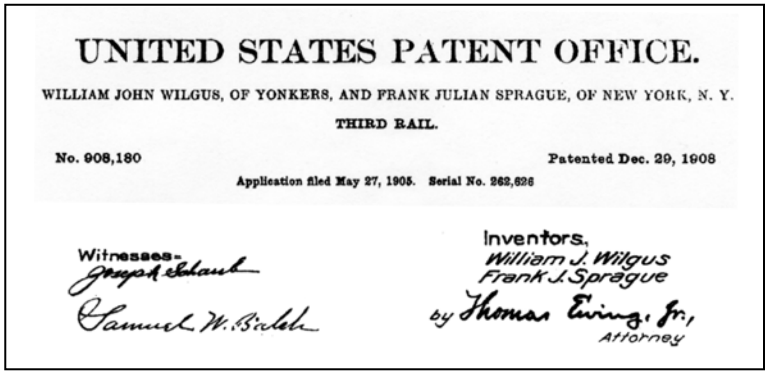
Trains leave Syracuse and Utica at 7.05 A. M and hourly to 7.05 P. M., then at 10.05 P. M. Local Trains, stopping at all stations, leave hourly from 5.30 A. M. to 11.30 P. M. Ticket Agents will give all information.

The Utica & Mohawk Valley, Syracuse Rapid Transit, and Oneida railways were all members of the same family. They were formed and/or modernized by the Andrews-Stanley Syndicate with the blessing of the New York Central & Hudson River Railroad. Len Kilian collection.

Henry Grosvenor Throop was an electrical engineer, working as an assistant under Chief Electrical Engineer William J. Harvie who was in charge of electrifying the previously steam-only West Shore Railroad from Utica to Syracuse. Throop had graduated with a degree in civil engineering from Cornell University only two years earlier; his association with this project was his initiation into the profession. Yet, he was the first person to document the process of converting the West Shore’s operation from steam locomotion to being electrically propelled.

In his report he immediately advises us thus: “Many details arose that required some effort to properly complete (the conversion) and are not dwelt upon to any extent (herein). As it is often the case in the superintendence of work of this kind, small details of arrangement and adjustment for which there are no precedents are very bothersome and require considerable time and thought to solve.” Obviously, it was his feeling that the conversion work being undertaken was being carried out in uncharted waters. Whether Chief Engineer Harvie, or his superior, William J. Wilgus (Fifth Vice-President of the New York Central & Hudson River Railroad and Chief Engineer of Maintenance of Way – Electrical) felt similarly we do not know.

Throop’s report provides rapid-fire facts and figures, sometimes in detail, other times off handedly. Yet, his information strikes the bulls-eye. It was, he informs us, the Andrews-Vanderbilt Syndicate that undertook and prosecuted the work for the New York Central & Hudson River Railroad under the guise of the Oneida Railway Company. As originally planned, the electrical delivery system was to be of the overhead wire system, but the Wilgus under-running contact rail was selected for use at the urging, and lobbying, of Mr. Wilgus. (Actually, development of the third rail system was a joint invention by Wilgus and Frank J. Sprague. Together, they prepared an application for a patent and submitted invention drawings and description on May 27, 1905. Patent #908,180 was issued to them by the



UNITED STATES PATENT OFFICE.

WILLIAM JOHN WILGUS, OF YONKERS, AND FRANK JULIAN SPRAGUE, OF NEW YORK, N. Y.

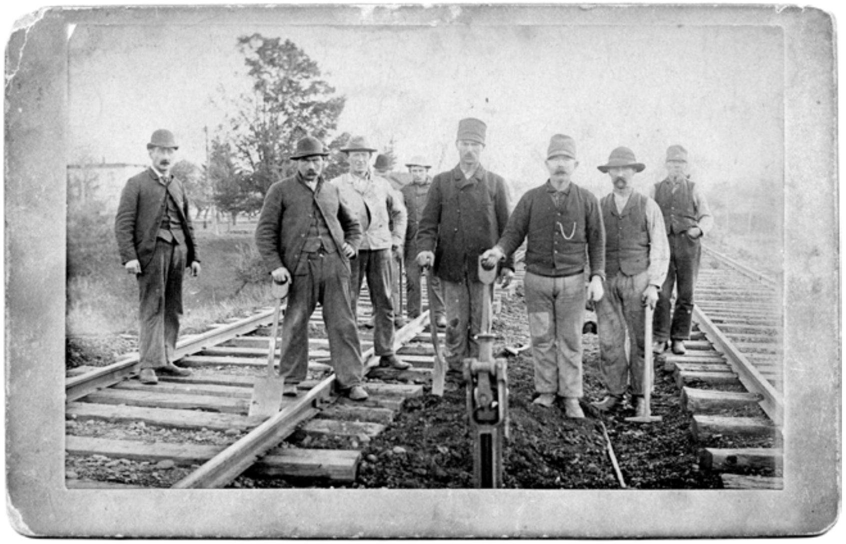
THIRD RAIL.

No. 908,180 Patented Dec. 29, 1908

Application filed May 27, 1905. Serial No. 262,626

Witnesses-
Joseph A. Schaub
Samuel W. Balch

Inventors,
William J. Wilgus
Frank J. Sprague
by Thomas Ewing, Jr.,
Attorney



Left- The U. S. Patent Office gave William Wilgus and Frank Sprague patent number 908, 180 for their under running third rail invention on December 29, 1908. The entire apparatus contained in the patent, however, had begun to be installed shortly after its 1905 application date, and went into daily usage on June 15, 1907. Courtesy of Jim Georges.

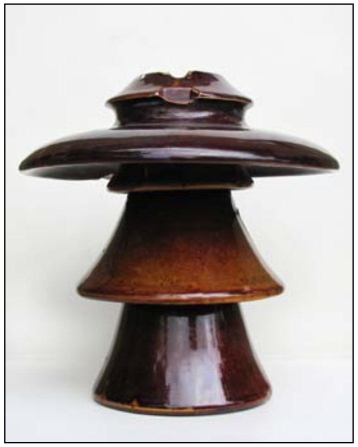
Prior to the third rail's arrival, sectionmen – such as those shown at lower left – kept the West Shore Railroad's right-of-way in tip-top shape for steam powered trains. These men were photographed during the late-1880s near Sherrill, which was just shedding its previous name of Turkey Street. Patrick Geary, third from left, is – unfortunately – the only identified member of this maintenance gang. Collection of Richard Geary Sheeran.

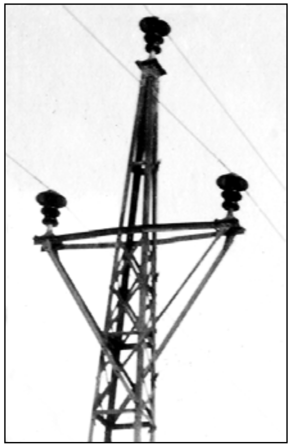
Future sectionmen would have to "Beware" of the dangerous electrified rail. Signs such as the one below were posted to alert railroaders and non-railroaders alike to the inherent danger of the "live" third rail. Drawn by John Taibi.

(See example on page 8.)

Patent Office on December 29, 1908. Wilgus, like Throop, was also a Cornell alumnus.) Despite Wilgus' part in the decision, chief factors in employing the third rail as opposed to a catenary system were cost, availability of materials, ease of possible later expansion, and familiarly of the means for electric delivery since the method was also being developed elsewhere on the railroad's system. For the ten year period of 1903-13, the NYC&HRRR was completely rebuilding, enlarging, and modernizing its New York City terminal area. One component of this work was electrifying portions of the Hudson and Harlem divisions with Wilgus' third rail system. Until New York City's Electric Zone was completed in 1913 (to Croton-Harmon and North White Plains), the Oneida Railway Company's Utica to Syracuse electrification in central New York had been the first successful, large-scale, conversion of a steam railroad for electric power usage. In some respects, ORCo's line could be considered a proving ground for the railroad's down-state undertakings. Not a bad accomplishment for a line that started life as a one-and-a-half mile long village trolley line. Thus, Throop's feeling of being in unchartered water seems to be an accurate portrayal of electric installation and technology at that time.

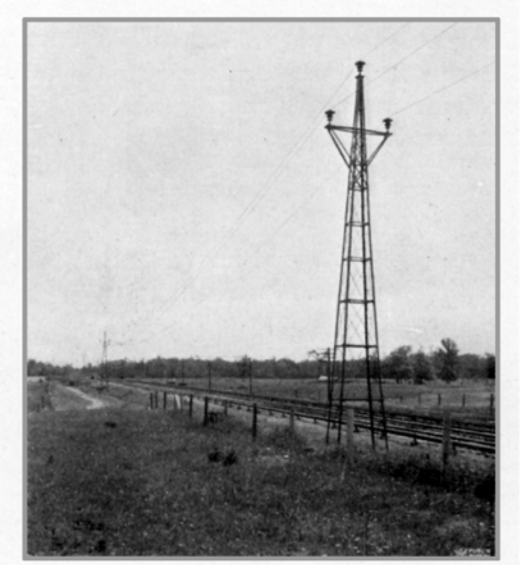
Of all the explanation in his report, Throop devotes the most page space to the need for, development of, and building of the electrical transmission system, of which power generation, line voltage (pressure), line location, towers, insulators, and sub-stations all required much consideration. Keep in mind that during the period 1905-07 when planning and prosecution of the work were being undertaken, electricity was not anywhere near as widely available as is the case presently. “It is the intention to eventually bring power from Spiers Falls on the Hudson River, but initially the Utica plant of the Hudson River Power Company will generate the required power.” Delivering the 60,000 volts of electricity from the Utica source to its initial point on the third rail system (at Clark Mills) required erecting transmission towers in order to string the line(s) between the two locations. Delivering power from Spiers Falls required doing similarly for 100 miles. Then, once the power had been received at Clark Mills, the 32 mile transmission line from there to Manlius Centre required “392 steel towers, varying in height from 39 to 63 feet, spaced approximately 480 feet apart along the north side of the West Shore right-of-way. These towers support three No. 0-7 stranded hard drawn copper cables having a tensile strength of 45,000 pounds per square inch.” (West Shore Railroad code and telegraph poles and wires were already located on the south side of the right-of-way.)



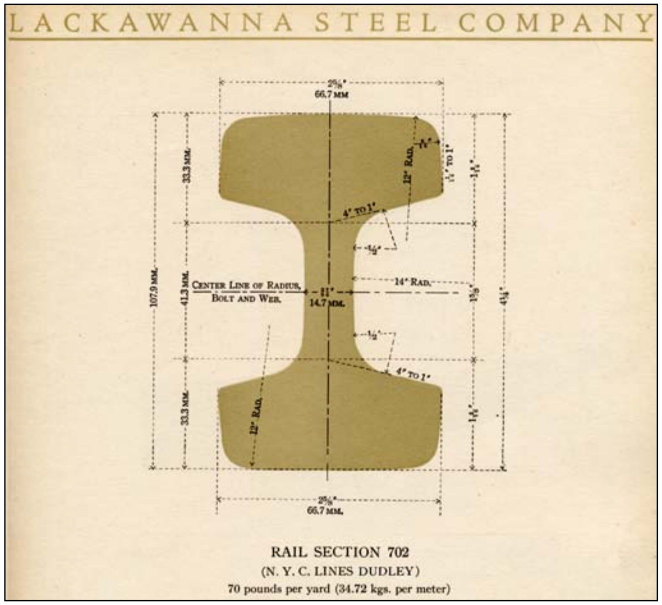


In similarly illuminating – and as in-depth – detail, Assistant Engineer Throop speaks of the sub-stations (“The four sub-stations are identical with the exception that the last at Manlius Centre has no provision for an outgoing line”), of the actual third rail and its installation of brackets, bonds, ducts and jumpers, and protective fiber and wooden covers (“The third rail used was a 70 pound “bullhead” rail rolled by the Lackawanna Iron & Steel Company,” this type of rail is characterized by having a rail head at both its top and bottom separated by a short web. Regular rail consists of a head, web, and flange.), and in not as in-depth detail of the equipment (“Fifteen cars were made by the Brill Company at Philadelphia”), of the organization of construction work (“The territory between Utica and Syracuse was divided into four sub-divisions”), of operation (“A schedule time of one hour and fifty minutes between Salina Street in Syracuse and Bagg’s Square in Utica is maintained”), and of the

Engr. Throop determined the locations for 392 transmission line towers like the one shown at right along the north side of the West Shore’s double track mainline. Each tower supported three insulators (near left) that weighed 44-pounds each and were composed of five parts; crown, top skirt, and three petticoats. A surviving example of these Thomas M-4325 insulators, which were 14.5 inches tall, is displayed at far left. These insulators each supported an a.c. conductor; the voltage between any two being 60kv.



ONEIDA RAILWAY COMPANY’S TRANSMISSION LINE



Left- The Oneida Railway Company's rail used to conduct electricity was rolled by the Lackawanna Steel Company to specifications developed by Dr. Plimmon H. Dudley, NYC&HRRR's Chief Metallurgist. This double-headed "bull head" rail weighed 70 pounds per yard. John Taibi collection.

signaling system ("New signal towers were erected at eight (sic) places on the line"). This last item Henry gives us an incorrect number of block stations, i.e. interlocking towers. That may be because they were still being built and put into operation at the time of his writing. Thirteen block stations would be built and put into operation.

In considering all of this data excerpted from Engineer Throop's 41-page report, you may desire more details, and be wondering: 1- How did the Oneida Railway Company become central New York's unique electric interurban line?, 2- Why did the New York Central & Hudson River Railroad allow the Oneida Railway Company to utilize its West Shore Railroad?, 3- Who were the men behind this (successful) scheme?, 4- How did the process unfold to bring it to fruition?, and 5- How was it possible for a village trolley line to be able to become such a major player in the world of electrified railroading? And, because Henry's report does not tell us everything we want to know about the development, building, and operation of the Oneida Railway Company, whether horse drawn or electrically supplied, you may have even more questions. I know I did. For instance, 6) Why did the moderately populated Village of Oneida need a trolley line in the first place?, 7) What companies did the actual work, electrical and otherwise, of converting the West Shore Railroad from steam to juice?, and 8) How successful was the electrified third rail line? I'll answer this final question for you right now; the Oneida Railway Company's electrified third rail line was very successful. The following ridership comparison will show just how successful.

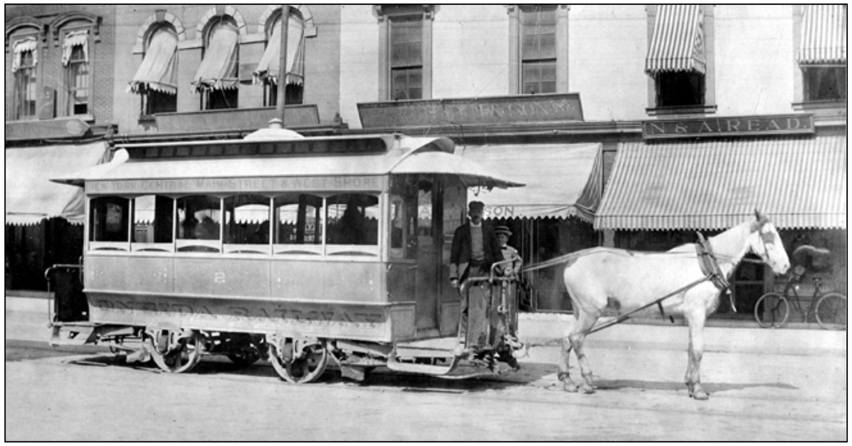
For the month of July 1906, the year prior to the third rail line's startup, the NYC&HRRR handled 32,532 passengers between Utica and Syracuse, or to intermediate stations, on its mainline and West Shore Railroad trains combined. During Oneida Railway Company's first full month of operation (July, 1907, one year later) the line handled a whopping 104,629 passengers who traveled between Utica and Syracuse or to a Stop in between. (There were 41 total Stops.) Yessiree. The third rail line was successful, indeed. Yet, there were 11,760 people who still chose to ride the Central's mainline to Utica and Syracuse that same month. It would appear that whatever route utilized by the traveling public, the Central had cornered the market, and controlled the turnstiles.

To provide more details, and answer the rest of these questions we have to turn back the calendar to 1885, which was three years before Frank Julian Sprague built and opened the first large scale electric trolley operation in the United States at Richmond, Virginia. This adds another question: 9) Who is Mr. Sprague? To get to the answers, allow me to turn the page(s) for you.

CHAP. 1

Power to the Horse

On the occasion of the Independence Day celebration on July 4, 1885, the Oneida Railway Company of Oneida, New York took further advantage of the celebratory atmosphere in Oneida by opening its newly completed horse drawn trolley line to public service. The president of the one and a half mile long railroad, W. Jerome Hickox, spoke eloquently to the crowd about the three most important transportation events to have happened in Oneida. “The opening of our railroad is one which will long be remembered by the people of our enterprising village. It forms a new epoch in the line of passenger traffic since Oneida became a dot on the map. The opening today of the Oneida Railway Company of Oneida, New York falls third only to the opening of the Syracuse & Utica Railroad on July 3, 1839 and the opening of the Norwich to Oswego section of the New York & Oswego Midland Railroad on November 25, 1869,” (the entire line from Jersey City, N.J. to Oswego, N.Y. was opened August 18, 1873).



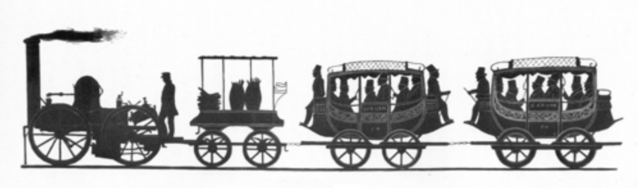
President Hickox dismissed including the October 26, 1825 opening of the Erie Canal since it largely by-passed Oneida just to the north, and completely failed to acknowledge the presence of the New York, West Shore & Buffalo Railway that had opened to Oneida on October 1, 1883 and, at the time of the trolley’s opening, had already become a property of the New York Central & Hudson River Railroad being then recognized as the West Shore Railroad. This omission seems particularly odd since the primary purpose of the trolley line, and indeed its sole reason for existence, was to connect the NYC&HRRR (of which the Syracuse & Utica Railroad had been a component since 1853) depot in downtown Oneida with the erroneously named Oneida Castle union passenger station of the WSRR (and New York, Ontario & Western Railway – the Midland’s successor) even though it was still within the domain of Oneida’s limits.

His failure to acknowledge the West Shore may have hardly been noticed by those citizens listening to his speech. After all, the NYWS&BRy never brought anything to Oneida residents that they didn’t already have with the NYC&HRRR and NYO&WRy: Two superlative railroads that provided passenger and freight transportation from the Atlantic Ocean (New York harbor) to the Great Lakes (at Buffalo and Oswego), as well as a direct connection to Pennsylvania’s anthracite coal fields via the Delaware & Hudson Canal Company and Fall Brook railroads.

Left- Beginning July 4, 1885, and lasting until electric operations commenced 17 years later, Oneida Railway Company 4-legged horses and 4-wheeled coaches provided convenient and timely transportation between the NYC and NYWS&BRy/NYO&WRy depots via Oneida’s Main Street. Residents immediately embraced the service because it was powered by something they were all quite familiar with; the horse.
Collection of Madison County Historical Society.

As a matter of fact, folks in Oneida had begun thinking of their community as being just as prosperous as Utica, to its east, and Syracuse to the west. Both Utica and Syracuse had railroads serving them from the east-west and north-south, and so did Oneida. All three had the West Shore, too. Beginning on July 4, 1885, Oneida had a horse drawn trolley line just as had Syracuse in 1860 when the Central City Railway opened and the Utica City Railroad had begun service on December 5, 1863 between Utica and New Hartford. It seemed to Oneidans that it was only a matter of time before their community became as prosperous as the Salt City (Syracuse) and the Oneida County seat (Utica). They failed to realize, however, that Oneida's geographic size, total population, and industrial mite paled in comparison to their city neighbors. Even when Oneida gained city status on March 28, 1901 it was still a small potato within a field of much larger cities. In the scheme of things, the NYWS&B mattered little to Oneidans; the NYC&HRRR thought similarly of its competitor, and wondered what it might be good for even after it became a Central possession.

Oneida had been a land of roaming Indians, but in 1830 Sands Higinbotham arrived. During the next four years he purchased 460 acres, where within a portion of that property the village of Oneida took form. Helping it was the chartering of the Syracuse & Utica Railroad on May 11, 1836, of which Mr. Higinbotham took full advantage. He met with the railroad's officials and an arrangement was perfected so that the S&URR could utilize a right-of-way across Higinbotham property, and in return the railroad's passenger trains would stop at the Railroad House Hotel where food and lodging was readily available; the hotel also becoming Oneida's first railroad depot. Of course, Higinbotham built and owned the Railroad House, but it was later secured by John Allen; its name changed to Allen's Hotel.



Oneida's first railroad was the Syracuse & Utica, which arrived just in time for the summer season of 1839. The coaches (above) were not much more than stagecoaches with flanged wheels. Yet, the railroad connected Oneida to both Syracuse and Utica, and that was what mattered most. After a second railroad came to town in 1869, and the ORCo. began service, Oneida felt it had become an equal to its neighboring cities. Utica's trolley era began with the Utica City Railroad; its Genesee Street trolley (at left) plied a route where big interurban cars would later tread.
Collection of Oneida County Historical Society.

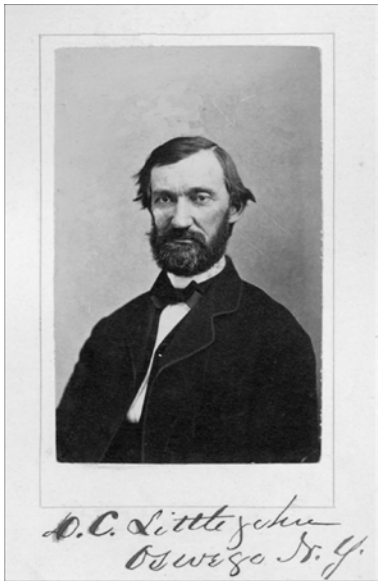
The first Syracuse & Utica Railroad passenger train arrived in Oneida on June 27, 1839, which was a week prior to the official opening of the railroad's service to the public. Oneidans could ride the coaches to either of the line's namesake cities and eventually make connections to continue further westward to Auburn and Rochester, or to the east by utilizing the Utica

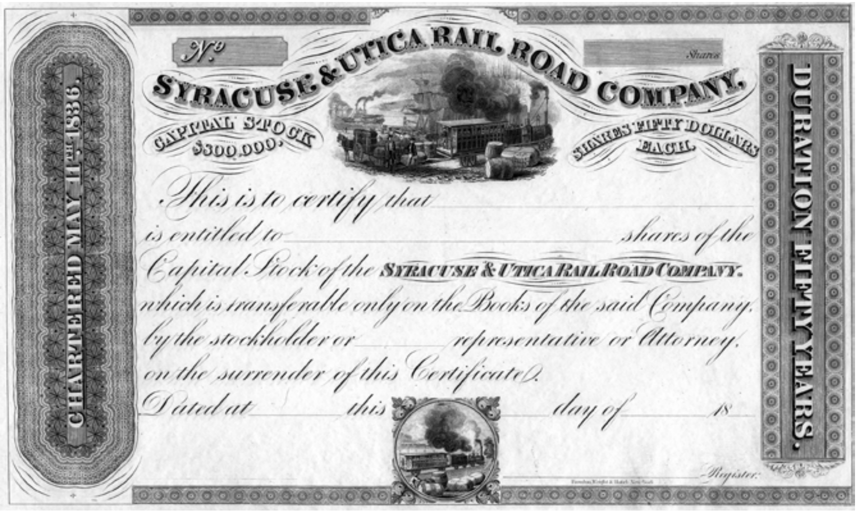
Cornelius Vanderbilt (far left) piloted the NYC to a successful landing with the HRRR, and his son, Wm. H. "Billy" Vanderbilt ruled the railroad's region with an iron fist; the NYWS&B was not welcome within. All uncredited images are from the collection of John Taibi.

& Schenectady Railroad. The U&S Railroad, in turn, connected with other railroads so that folks from any point along the route could ride the cars to Buffalo or Albany. It was this collection of operating railroads, eight in all, that were merged together by Erastus Corning, with approval by the New York State legislature on April 2, 1853, that formed the original New York Central Railroad beginning July 7, 1853. These operating lines were: Albany & Schenectady Railroad (former Mohawk & Hudson Railroad), Schenectady & Troy Railroad, Utica & Schenectady Railroad, Syracuse & Utica Railroad, Rochester & Syracuse Railroad (former Auburn & Syracuse and Auburn & Rochester railroads), Buffalo & Rochester Railroad (former Attica & Buffalo and Tonawanda railroads), Rochester, Lockport & Niagara Falls Railroad (former Lockport & Niagara Falls Railroad), and Buffalo & Lockport Railroad. Also included in the merger were the still-born Mohawk Valley Railroad (chartered January 21, 1851) and Syracuse & Utica Direct Railroad that came to life on paper because of its incorporation dated January 26, 1853. These latter non-operating railroads would later provide portions of a surveyed right-of-way for the New York, West Shore & Buffalo Railway.

Erastus Corning was anointed the first president of the New York Central Railroad but, its more famous president, Cornelius "Commodore" Vanderbilt, took the railroad's helm on December 11, 1867. Not quite two years later, on November 1, 1869, President Vanderbilt merged his railroad with the Hudson River Railroad to form the New York Central & Hudson River Railroad. This, of course, was quite heady stuff for Oneidans who previously could not ride directly into New York City without having to change to cars of a connecting railroad. (The New York Central & Hudson River Railroad would remain the correct corporate title for the railroad until 1914 when its name was shortened to New York Central Railroad. From here on in this story, regardless of era, the railroad will be referred to as the New York Central, or NYC, for brevity's sake.)

Oneida's second railroad, the New York & Oswego Midland (locally referred to simply as the Midland) came spiraling down into the village from the Stockbridge hills to the south, beginning service between Norwich and Oswego, New York in 1869, and between Jersey City, New Jersey and Oswego four years later as mentioned earlier. If ever there was a railroad born with promise never fulfilled it was the Midland. Its chief promoter and president, Dewitt C. Littlejohn, espoused the line's chief characteristic as being the most direct railroad between





CHARTERED MAY 11th 1836.

No

Shares

SYRACUSE & UTICA RAIL ROAD COMPANY.

CAPITAL STOCK $300,000.

SHARES FIFTY DOLLARS EACH.

This is to certify that

is entitled to shares of the

Capital Stock of the **SYRACUSE & UTICA RAIL ROAD COMPANY.**

which is transferable only on the Books of the said Company,

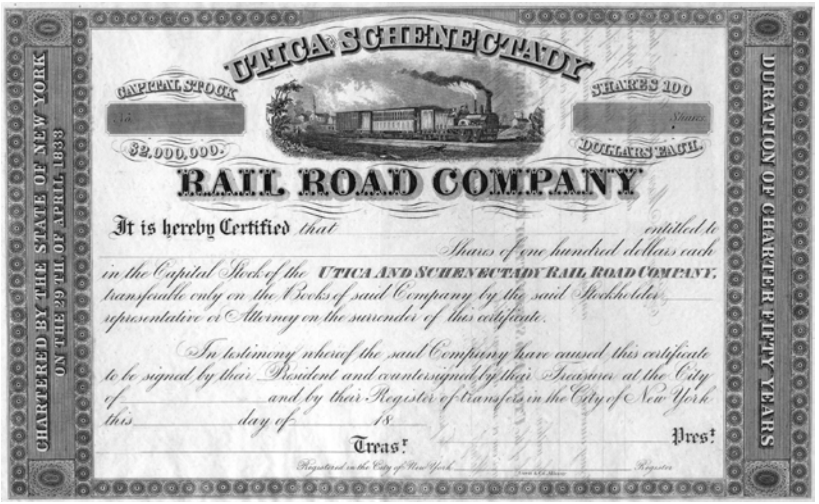
by the stockholder or representative or Attorney,

on the surrender of this Certificate.

Dated at this day of 18

Register.

DURATION FIFTY YEARS.



CHARTERED BY THE STATE OF NEW YORK
ON THE 29 TH OF APRIL 1833

UTICA & SCHENECTADY

CAPITAL STOCK $2,000,000.

No.

Shares

SHARES 100 DOLLARS EACH.

RAIL ROAD COMPANY

It is hereby Certified that entitled to

Shares of one hundred dollars each

in the Capital Stock of the **UTICA AND SCHENECTADY RAIL ROAD COMPANY,**

transferable only on the Books of said Company by the said Stockholder

representative or Attorney on the surrender of this certificate.

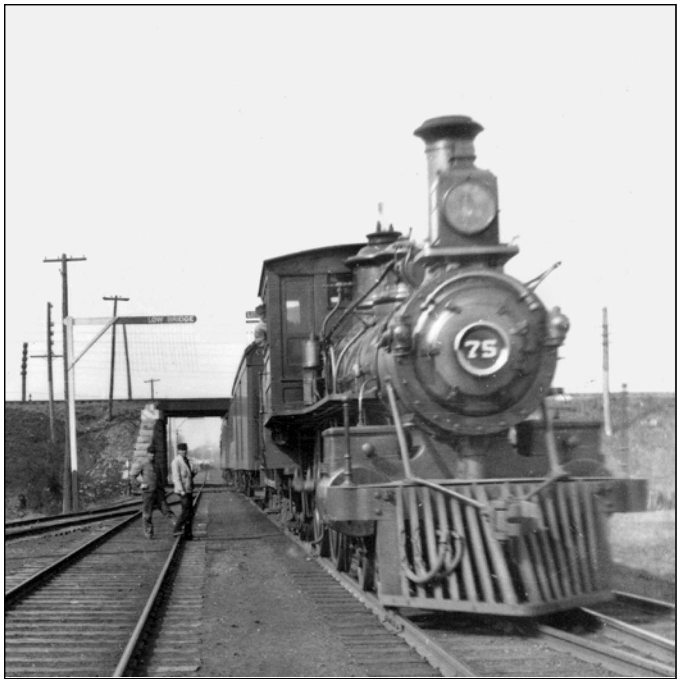
In testimony whereof the said Company have caused this certificate to be signed by their President and countersigned by their Treasurer at the City of and by their Register of transfers in the City of New York this day of 18

Treasr.

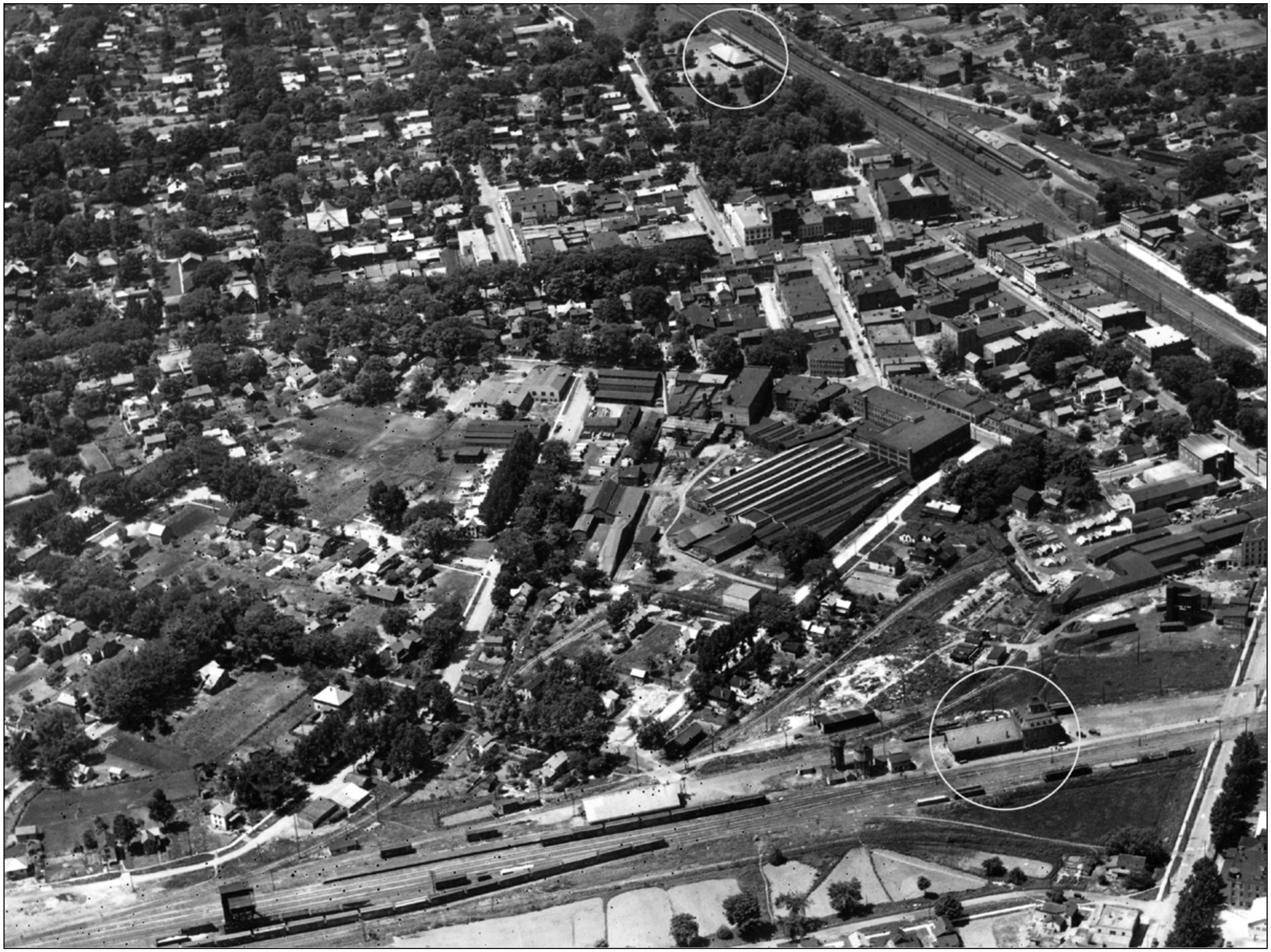
Prest.

Registered in the City of New York Register

DURATION OF CHARTER FIFTY YEARS



The Syracuse & Utica Railroad brought railroading to Oneida, and its connection with the Utica & Schenectady Railroad formed a continuous line from central New York State to its Capital District. Both railroads, along with six others, became the original New York Central Railroad. Oneida's second railroad, the New York & Oswego Midland, crossed underneath the NYC mainline east of the village center at Madison Square. The Midland's successor, the New York, Ontario & Western Railway, improved and enlarged the railroad's presence within the community but forever failed to gain the respect accorded the Central and its far flung system. At left, O&W 4-4-0 #75 has just wheeled southbound train #30 under bridge #357 that supported the 4-track mainline of the NYC. The O&W's Oneida station is directly behind the photographer's left shoulder.

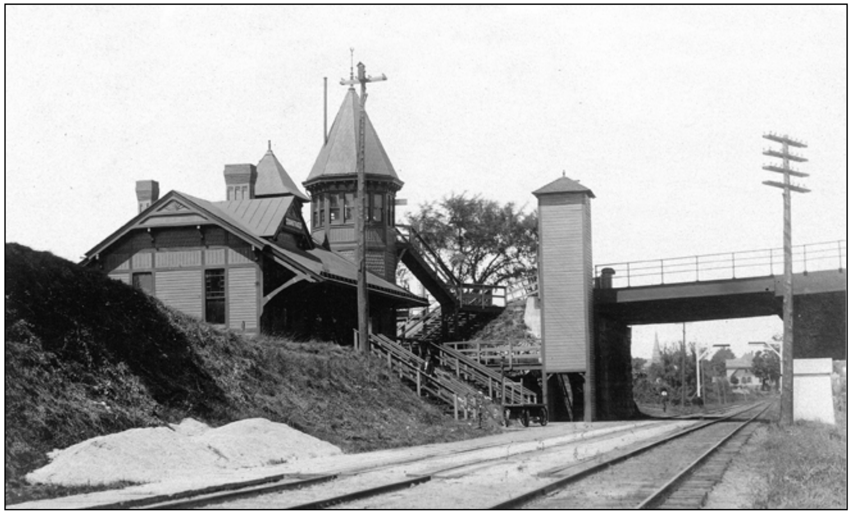


This pre-1939 aerial view of Oneida shows the relationship and proximity of the O&W station (circled at lower right) with the NYC station near top center; the ORCo had connected both downtown passenger depots. The photograph also shows that the smaller railroad had the larger yard facilities. The two railroads crossed via bridge #357 (shown on the previous page) just beyond the lower right of this view. The large complex in the center is the Oneida Pulley Company that was served by the O&W. Collection of Onondaga Historical Association.

New York's Atlantic seaboard harbor and the Great Lake's most eastern harbor at Oswego. He was correct when viewing the railroad's right-of-way on a map but, unfortunately, in reality even a sober bird would be hard pressed to follow the Midland's drunken course. Nevertheless, Oneidans were ecstatic in having the road as it made them a two railroad town with a direct connection to coal via Sidney, New York and the Delaware & Hudson Canal Company's Northern Division railroad.

Vanderbilt's New York Central viewed any railroad intruding into its domain with distain, yet it and the Midland – and its successor New York, Ontario & Western Railway (simply Ontario & Western, or O&W hereafter) beginning during November 1879 – made interchange and broke-bread together as even tempered as rivals could. All of which benefited the growing village of Oneida.

John Allen's hotel was situated where the foot of Oneida's Main Street met the New York Central's track(s), a location that came to be known as Madison Square, which was at the heart of the village. The Midland's station that had been opened in 1873, on the other hand, was located about a quarter mile to the east (in an area referred to as "the Flats") with Madison Street connecting it to the Square. The New York Central, as years unfolded, would build three stations to serve Oneida, all of which were put up progressively further from Madison Square but still only several blocks distant. The Central also had a freight house, and developed a small yard in Oneida but, despite it being the village's bread n' butter railroad, its presence was inferior to that developed by the Midland and especially the Ontario & Western afterward.



Besides the Midland-built station, the O&W had a moderate sized yard presided over by a large wooden freight house, roundhouse, and coal and ice facilities. Since its location was within the industrialized section of town, sidings diverged from the main and yard tracks in nearly every direction. Passenger trains arriving from the uplands and hinterlands of the Littlejohn-determined route could de-train at the station and walk to the NYC station in a matter of minutes should they desire or should their destination dictate. You could take the O&W to New York City, but to do so on the Central could be done in a lot less time. Passenger service – although flourishing early on – was not the forte of the O&W or its ancestor. Rather, it was the constant parade of coal trains arriving from the south, enroute to lake boat transfer at Oswego that Oneidans most appreciated. During this period, it was coal that fired industrial prosperity and residential comforts, and Oneida benefited from the O&W coal since not all of it just passed through town.

Left- With the arrival of Oneida's third railroad, the NYWS&B on October 1, 1883, the community also received its first union station. In this view looking north, the O&W passes under the NYWS&B mainline via bridge #352, with both roads overseen by the unique union station. This classic Victorian structure, although called "Oneida Castle" was situated wholly within Oneida's limits. It would later become the ORCo's Stop 21, and the Gateway to Sylvan Beach. The cone-topped turret housed the telegraph operator's office; the free standing tower the baggage elevator.

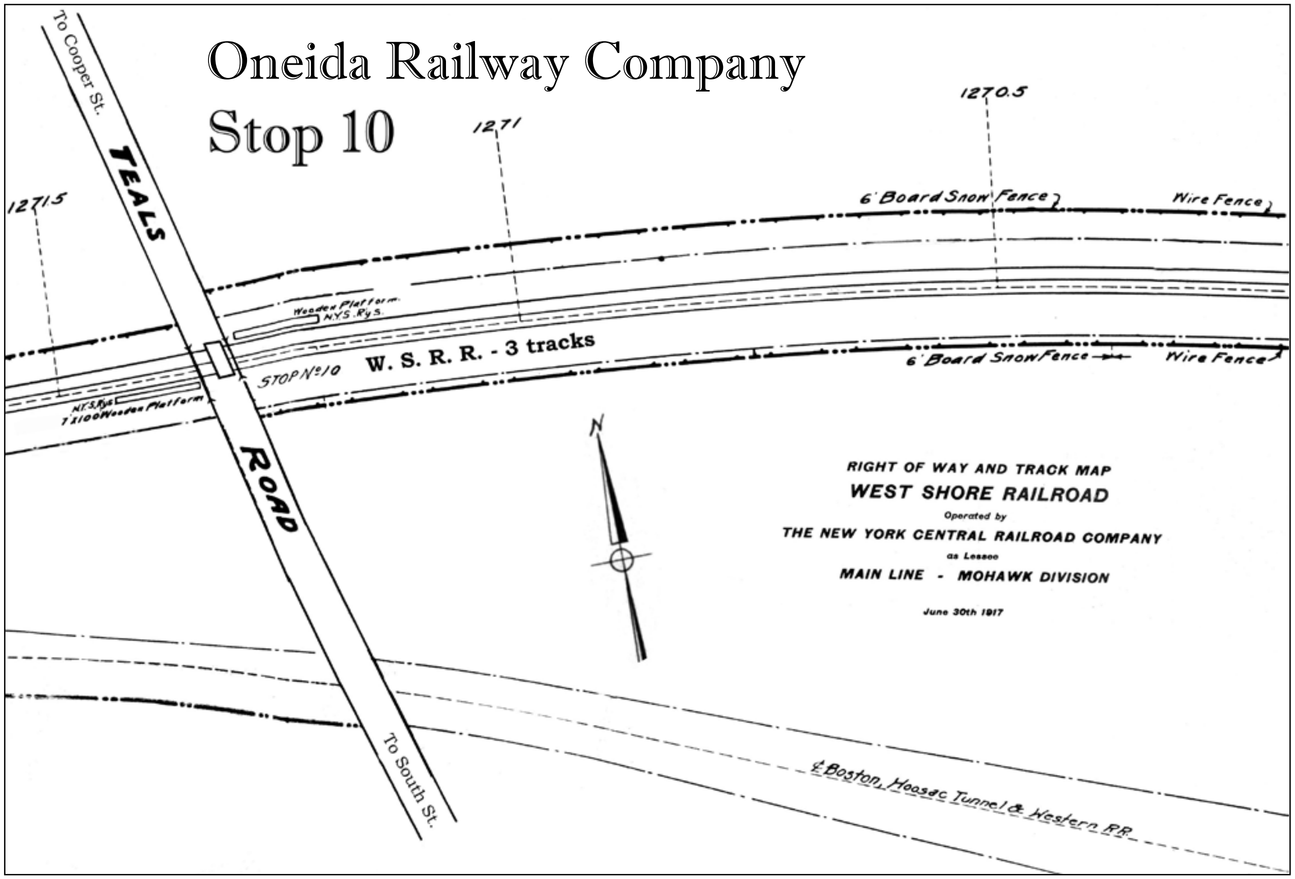
Between transportation services provided by the NYC and O&W, who could ask for anything more! So, when the New York, West Shore & Buffalo Railway (NYWS&B hereafter) came calling at Oneida the consensus was, who needs it. The NYWS&B, however, did provide Oneida with one important railroad facility, and that was a third depot. The West Shore's depot was built at its crossing over the O&W mainline just to the north of the Seneca Turnpike, and its cost was shared by both railroads; two-thirds paid by the NYWS&B, one-third by the O&W. Previously, the O&W had no need for a station here since the location was at the extreme south end of Oneida village; it still is. The railroads called their new station "Oneida Castle" even though it actually sat within Madison County in Oneida and not in the village of Oneida Castle which was on the other side of Oneida Creek and in Oneida County; the waterway providing the separation between communities and counties. Later, the railroads rectified this error in location name and simply called the station "Castle." In 1907, it got a new title: Oneida Main Street, Stop 21.

Ironically, the NYWS&B developed from an idea – and a need – for the O&W to have a more direct, efficient, and secure route of its own to serve New York City and its harbor area from Middletown, New York. Towards that end, the O&W became the driving influence for the building and completion of the NYWS&B and, in so doing, became a more sticky thorn in the side of the New York Central. William Henry "Billy" Vanderbilt, who had succeeded to the presidency of the railroad upon the death of his father, Cornelius, on January 4, 1877, absolutely despised the idea of any one suggesting – much less building – a paralleling railroad along his, even if there were rivers (the Hudson and Mohawk) that separated the two for much of the route distance. But, even before the O&W acted as an interloper, the idea for another railroad across central New York was envisioned by a more northerly Atlantic seaboard community, namely Boston. Its chief promoter was General William L. Burt; his scheme was the Boston, Hoosac Tunnel & Western Railroad (BHT&W).

The idea for the BHT&W scheme was conceived during the early 1870s as a means to connect Boston with some point on Lake Ontario, possibly Fair Haven; hopefully Oswego. Despite its corporate title, it got its start near the New York-Vermont state line where it diverged off of the Fitchburg Railroad whose tunnel, Hoosac, was further east yet. From there, the line would find its way across the Hudson River (near Mechanicville), circle around Midland-style to land at a point near Schenectady that would become known as Rotterdam Junction. Continuing westward, the BHT&W desired to link up with either the Utica, Ithaca & Elmira, Syracuse & Chenango Valley, or Ontario & Western railroads, among and/or including other lines to reach the Lake. (General Burt had been a president of the UI&E as well as its predecessor Ithaca & Elmira Railroad.) Eventually it decided to enjoy a Mohawk River valley route where it would run on a parallel course to that of the river, and in close proximity to the Erie Canal and New York Central to Syracuse. From Syracuse the BHT&W hoped to utilize one of several railroads (the Delaware, Lackawanna & Western or Syracuse Northern) to gain Oswego. General Burt and Dewitt Littlejohn must have been related in some manner as they both suffered from a flawed sense of direction.

While the BHT&W was pursuing a course westward, the NYWS&B – influenced by the O&W – was finding its way northward along the west bank of the Hudson River and then westward through nearly similar territory as was being explored by the "Burt Line" as the BHT&W came to be known in central New York State.

Before its charge up the Hudson River began, the New York, West Shore & Chicago Railroad, which had been incorporated on July 13, 1870, had fallen upon hard times and was reor-



Left- Although this map of ORCo's (and New York State Railways Oneida Lines) Stop 10 was far in the future for the NYWS&B at this point, it satisfactorily exhibits the close proximity of the BHT&W; a mere 700 feet where the north arrow is positioned. All across Oneida and Madison counties, the two lines played tag and crossed each other, always within eyesight of their respective laborers. When the "Burt Line" failed, the NYWS&B took up position upon its right-of-way at several locations. Collection of National Archives and Records Administration, here out abbreviated NARA.
(All NARA maps were electronically enhanced by the author.)

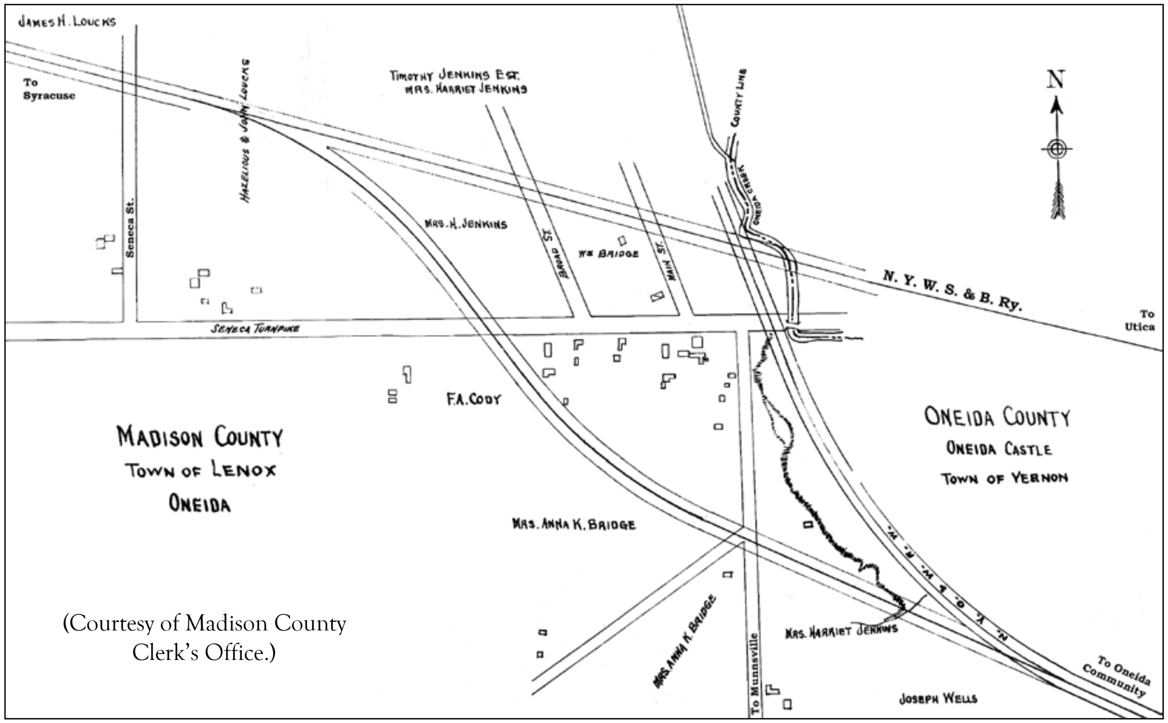
ganized on February 18, 1880 as the New York, West Shore & Buffalo Railway. The new company merged itself with a collection of assorted lines, namely the Weehawken Ferry Company, the Midland Improvement Company, and the Open Cut & General Storehouse Company that would provide an entrance and exit to and from Weehawken as well as property for a terminal. Several months later, the newly born O&W – who desperately desired a Weehawken terminal, organized the North River Railway Company (NRRy) and acquired the Jersey City & Albany Railroad (JC&ARR), which provided the Ontario & Western with a continuous line from Weehawken, New Jersey to Albany, New York as well as a surveyed branch line from Cornwall (on the Hudson River) to Middletown that it planned to use as its new mainline to New York's harbor at Weehawken.

Although the O&W had little desire in the JC&A north of Cornwall, it realized that the success of the entire scheme hinged on having the complete line constructed and put into operation. The O&W also acknowledged the fact that it and the NYWS&B would be attempting to construct lines through the same territory where Hudson River shoreline was minimal. It was, the O&W determined, time to join forces. Not just join; merge and then command. Towards that end, the NRRy and the

JC&ARR were merged to form the North River Railroad Company (incorporated on May 5, 1881). Then, shortly thereafter, the NRRR was merged with the NYWS&B with the latter's name surviving but with O&W officials in charge. Also incorporated at this time was the North River Construction Company, which was the general contracting company charged with the physical building of the NYWS&B. General Edward Francis Winslow was president of the O&W and NYWS&B, as were James E. Childs and Edward Canfield General and Division superintendents for both railroads that also shared several directors, namely Horace Porter and Theodore Houston. General Winslow was also president of the North River Construction Company.

(The formation, promotion, and building of the New York, West Shore & Buffalo Railway is a very complex history that goes far beyond the scope of this story, as the majority of it deals with areas outside the Utica-Oneida-Syracuse corridor. Presented here is information that will pertain to the Oneida Railway Company and its later electrified third rail system.)

With the O&W's management and money behind building the NYWS&B, it wasn't long before Utica and Syracuse newspapers announced to their readers that "the O&W is coming." Supporting these stories was the fact that the O&W had purchased property along the Erie Canal in Syracuse for eventual use as a coal depot. On September 5, 1881, the city of Syracuse gave the NYWS&B the right to build its railroad across such streets as needed to have an east-west right-of-way. On November 25, the city of Utica did similarly. Oneida remained unexcited about the West Shore's arrival; it already had the Ontario & Western. But, the O&W/NYWS&B did indeed build – and put into operation – two connecting lines between their railroads. One connecting track diverged off of the NYWS&B mainline immediately west of Castle Street in Oneida Castle and proceeded north on descending trackage to a junction with the O&W at its Oneida yard. The other connecting track **(shown on the map, below)** switched off of the O&W mainline not far south of the Seneca Turnpike and climbed upgrade to a junction with the NYWS&B in Oneida between Broad and Seneca streets. The logic behind these two connections was to improve O&W routing by utilizing the newly completed NYWS&B mainline so that portions of the original Midland/O&W circuitous trackage could be by-passed and possibly abandoned.

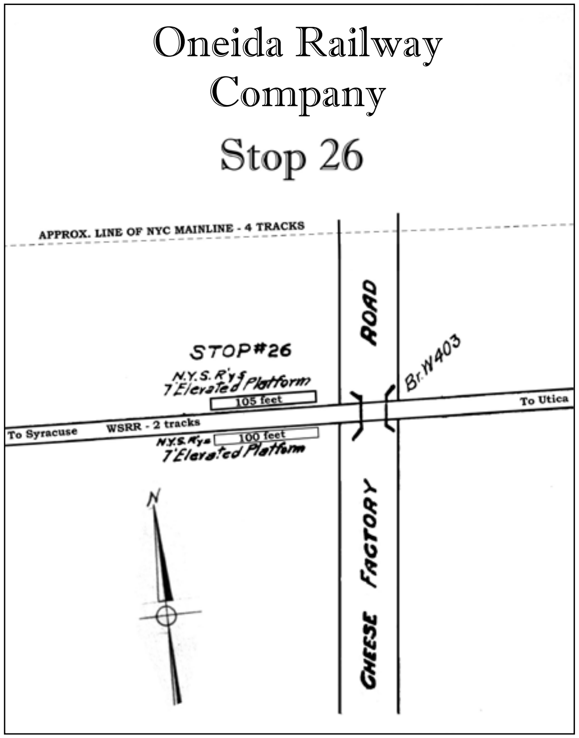


(Courtesy of Madison County Clerk's Office.)

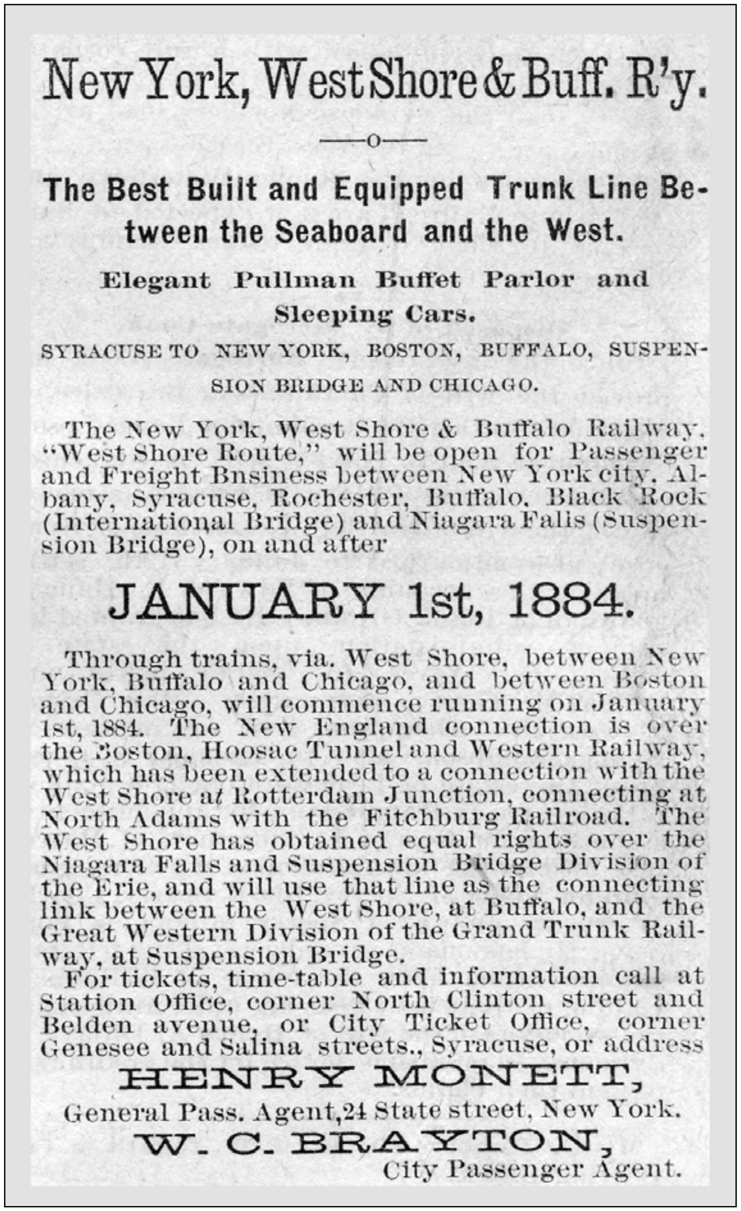
The difficulty for the West Shore line west of Schenectady was that the Burt Line was surveying and acquiring property for its right-of-way from Rotterdam Junction to Utica and Syracuse, too. General Burt didn't take kindly to the fact that the West Shore was invading his territory, either. Thus, it was General Burt vs. General Winslow. Burt's title stemmed from his being a solicitor general during the Civil War, and a postmaster general at Boston. Winslow charged up through the officer ranks during the Civil War. Born in August, Maine in 1837, he went west to Iowa in 1856, and at the time the War of the Rebellion began he helped to form the 4th Regiment Iowa Cavalry receiving commission as captain. After being wounded three times during six Mississippi battles, he was promoted to Brigadier General on December 12, 1864. After the Civil War, General Winslow – much like Burt – began a career in railroading; becoming the namesake for Winslow, Arizona while he had been an official of the Atlantic & Pacific Railroad. If the success of the BHT&W and NYWS&B could be judged solely by their president's title accomplishments, then surely Winslow's railroad would prevail, and it did.

During 1881, Burt Line and West Shore land agents, surveyors, contractors, and track gangs were hard at work pushing forward the westward progress of their respective railroads, often within sight of each other, often attempting to block the other road's work. During September and October of 1881, both roads were hard at work in Oneida and Madison Counties. From Oneida, through Wampsville and Canastota, and into (North) Chittenango grading gangs for both railroads were working eyeball to eyeball in much the same manner as the more celebrated Union Pacific and Central Pacific railroads continued to build their lines after passing each other until the meeting point at Promontory, Utah was decided by governmental intervention.

At Quality Hill near Canastota, where Stop 26 on the Oneida Railway Company's electrified third rail line would be located 26 years later, progress on the Burt Line was impeded by West Shore men excavating a large embankment, an act that promptly landed civil engineers from both railroads (Moore of the Burt Line, and Belden and Dennison of the West Shore) in Judge Kennedy's court. Esquire Kennedy, however, was reluctant to find fault with either railroad. It was only upon the death of General Burt on May 12, 1882 that the NYWS&B was able to continue building its line to Syracuse unchallenged by the BHT&W and with the city's franchise blessing. With Burt's passing, BHT&W directors had little desire to continue the battle to gain Syracuse and Oswego and on January 15, 1883 they sold the BHT&W west of Rotterdam Junction to the NYWS&B. East of Rotterdam Junction, the BHT&W was later acquired by the Fitchburg Railroad; eventually both roads becoming properties of the Boston & Maine Railroad.



Map- At Quality Hill, Stop 26, the BHT&W and NYWS&B had little room for their lines next to the pre-existing NYC&HRRR trackage. Upon the BHT&W's failure, the NYWS&B took up its position. NARA collection.



New York, West Shore & Buff. R'y.

—o—

The Best Built and Equipped Trunk Line Between the Seaboard and the West.

Elegant Pullman Buffet Parlor and Sleeping Cars.

SYRACUSE TO NEW YORK, BOSTON, BUFFALO, SUSPENSION BRIDGE AND CHICAGO.

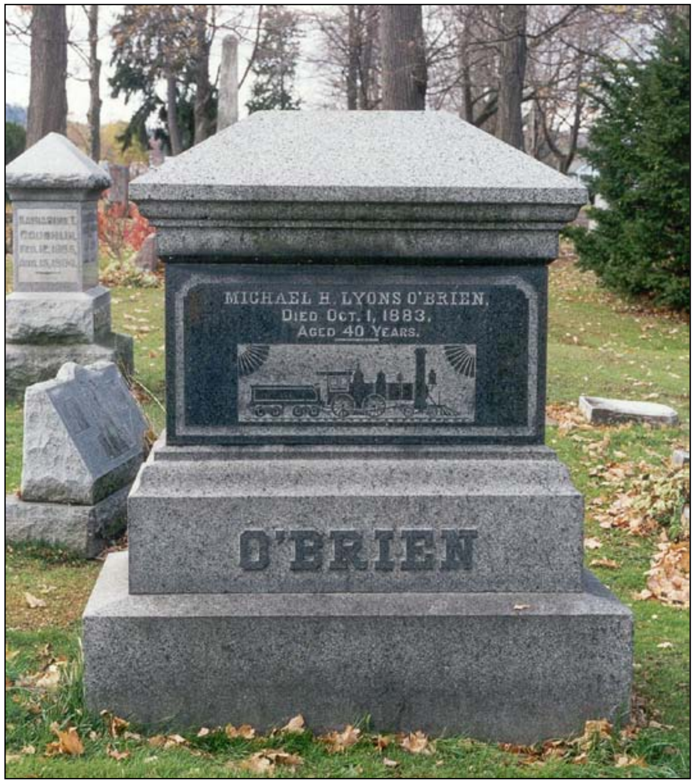
The New York, West Shore & Buffalo Railway, "West Shore Route," will be open for Passenger and Freight Bnsiness between New York city, Albany, Syracuse, Rochester, Buffalo, Black Rock (International Bridge) and Niagara Falis (Suspension Bridge), on and after

JANUARY 1st, 1884.

Through trains, via. West Shore, between New York, Buffalo and Chicago, and between Boston and Chicago, will commence running on January 1st, 1884. The New England connection is over the Boston, Hoosac Tunnel and Western Railway, which has been extended to a connection with the West Shore *at* Rotterdam Junction, connecting at North Adams with the Fitchburg Railroad. The West Shore has obtained equal rights over the Niagara Falls and Suspension Bridge Division of the Erie, and will use that line as the connecting link between the West Shore, at Buffalo, and the Great Western Division of the Grand Trunk Railway, at Suspension Bridge.

For tickets, time-table and information call at Station Office, corner North Clinton street and Belden avenue, or City Ticket Office, corner Genesee and Salina streets., Syracuse, or address

HENRY MONETT,
General Pass. Agent,24 State street, New York.
W. C. BRAYTON,
City Passenger Agent.

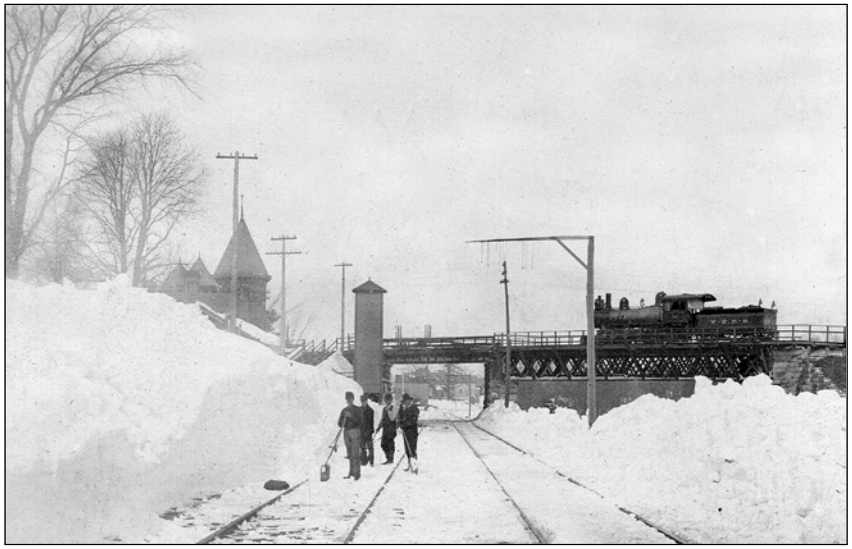


It did not take long for tragedy to befall the NYWS&BRy. On October 1, 1883, opening day for the railroad's Albany to Syracuse section, trains #61 and 72 collided head on at Dieferdorf Hill just west of Fort Plain. The wreck of the telescoped locomotives, deaths, and injuries were blamed on a misunderstanding of orders received by both trains' conductors. Killed were James Whitlock of Euphrata, N.Y., and Engineer Michael H. Lyons O'Brien. This tombstone, in Utica's St. Agnes Cemetery, perpetuates the memory of the engineer's unfortunate demise as well as the type steam locomotive then in use by the railroad. This type of engraving is rarely seen on cemetery markers and may have been executed due to the ironic circumstances of a birth and death during the same event.

Ten months later, on October 1, 1883, the NYWS&B was opened between Albany and Syracuse with little fanfare at its Oneida Castle union station. Portions of the surveyed rights-of-way for the Mohawk Valley and Syracuse & Utica Direct railroads had been utilized to accomplish this completion. Then, on January 1, 1884, the entire length of the NYWS&B from Weehawken to Buffalo was opened to through freight and passenger service, an occasion that provided the NYWS&B and O&W to have their Joint Timetable #1 printed and distributed to the world at large.

While the O&W/NYWS&B officials should be congratulated on building and being able to open such a substantial double track railroad for its 429 mile New York-Buffalo mainline, the back slapping and satisfaction for a job well done was short lived. The NYWS&B had envisioned a connection at Buffalo with the New York, Chicago & St. Louis Railroad (Nickle Plate Road) to provide a through route to Chicago. But, this was not to be. It was Billy Vanderbilt who deposited a monkey wrench into the West Shore's plan by acquiring the Nickle Plate in 1882; now the Chicago outlet was under New York Central's umbrella. Yet, the West Shore maintained a full head of steam and was able to complete its road only to find itself again embroiled in a freight and passenger rate war with the Central, the latter of its own doing. It was William Kissam Vanderbilt (Kissam was his mother's maiden name) who had succeeded to the presidency of the NYC upon the retirement of his father, Billy, in 1883 – that began the rate war. He lowered his railroad's tariffs for carrying freight through New York State so that it would be more beneficial for shippers to bill their freight with the NYC. This rate undercutting led directly to the June 9, 1884 bankruptcy of the NYWS&B.

Bankruptcy, however, did not keep the NYWS&B from then undercutting the Central's passenger rates. While at first blush this may seem an odd financial maneuver, the railroad felt that it had to make a buck as best it could; travelers flocked to NYWS&B depots for nearly a free local ride at one cent per mile. The Central, unfortunately for the West Shore, had a more secure financial footing and system to draw revenue from and so they reduced long distance fares under those of the bankrupt line. The NYWS&B undercut even those fares, to which the Central slashed further, until the day finally came where the West Shore had to capitulate. On November 24, 1885, the NYWS&B was sold to the NYC at a foreclosure sale with the new owner reorganizing the line as the West Shore Railroad (WSRR) on December 5, 1885. The Central then leased the WSRR for 475 years beginning January 1, 1886.



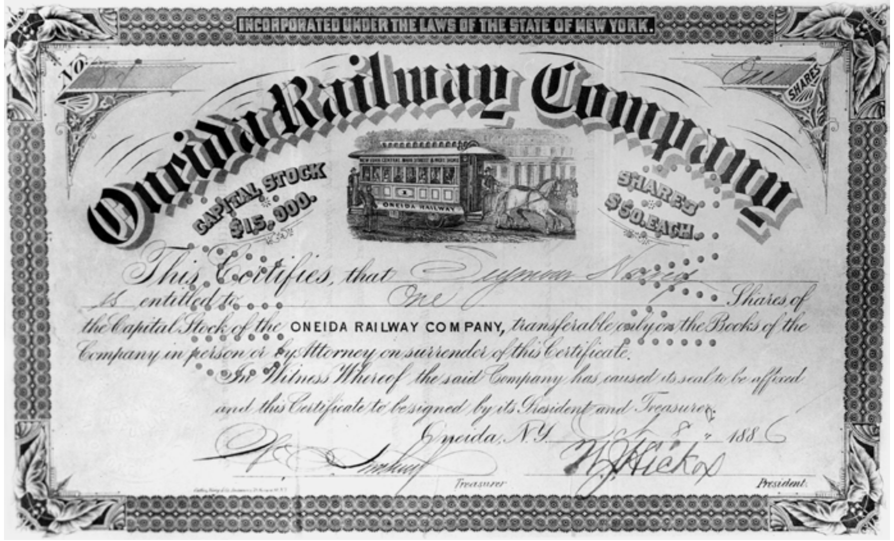
Upon the NYC's acquisition of the NYWS&B the railroad name was changed to West Shore Railroad. In this picture looking north towards Oneida, the Castle depot is at left, while a Consolidation engine's tender is emblazoned with the initials "W.S.R.R." Bridge #352 was a double-span bridge that crossed the O&W mainline and Oneida Creek that is flowing under the engine, which is waiting to act as the Vernon Grade pusher. To do so it will have to operate in reverse as VG lies to the east, right.

You may be wondering what happened to the O&W in all of this. The short answer, since the long answer is not applicable to this story, is that the O&W was given ownership of the Middletown Branch of the WSRR from Cornwall to Middletown and received trackage rights from the NYC over the WSRR from Cornwall to Weehawken. Directly affected by NYC ownership of the WSRR were the connections at Oneida Castle and Oneida that the NYWS&B had installed to the O&W. These were later discontinued and abandoned after the NYWS&B had become a property of the NYC; February 1901 for the Castle connection, possibly earlier for the Oneida connection.

Upon the implementation of service to Oneida by the NYWS&B on October 1, 1883, village and business leaders may have cast an un-needing glance at its newest railroad with its duplication of transportation services, but they still recognized that it was a substantial trunk line railroad. Oneidans watched as the railroad fell upon hard times and descended into bankruptcy, and they began to think that if the line was connected to the Central's mainline in some manner then, quite possibly, some financial benefit would be derived by the NYWS&B. This scheme, as ill conceived as it was – though certainly well intentioned, culminated in the incorporation of the Oneida Railway Company of Oneida, New York (ORCo) on May 14, 1885.

On April 15, 1885, business and civic minded leaders in Oneida met and resolved that "A street surface railroad, for the public conveyance of persons and property, extending the entire length of Main Street from the New York Central to the Seneca Turnpike" was needed in the village. Several days later, W. J. Nord, who was the superintendent of the Genesee & Water Street Railroad in Syracuse, was asked to come to Oneida to advise this newly formed group about how they should proceed in organizing and constructing the Main Street line, which Mr. Nord did on April 21. The following day, a delegation of Oneida men went to inspect the New York & Troy Railroad's type of horse drawn cars, and from this inspection the group made plans to order two John Stephenson & Company 14-foot long cars that greatly resembled passenger boxcars. The cost for these two cars was $2,305.60. (A third car was ordered from the Jones Company of Troy, N. Y. on June 21, 1886. Its cost was $860.)

The week prior to the Oneida Railway Company's incorporation, the village of Oneida had granted a franchise for a single track horse drawn trolley line to be built within Main Street from Madison Square (at John Allen's hotel) to near the Seneca Turnpike at the Oneida Castle union station of the O&W and NYWS&B. Thus, the bankrupt West Shore would be connected to the New York Central for passengers in a similar fashion as was the O&W from its Oneida station. As related at the beginning of this chapter, the ORCo opened amid the Independence Day celebration of 1885.



INCORPORATED UNDER THE LAWS OF THE STATE OF NEW YORK.

No.

One SHARES

Oneida Railway Company

CAPITAL STOCK $15,000.

SHARES $50. EACH.

This Certifies, that Seymour Harvey is entitled to One Shares of the Capital Stock of the ONEIDA RAILWAY COMPANY, transferable only on the Books of the Company in person or by Attorney on surrender of this Certificate.

In Witness Whereof the said Company has caused its seal to be affixed and this Certificate to be signed by its President and Treasurer.

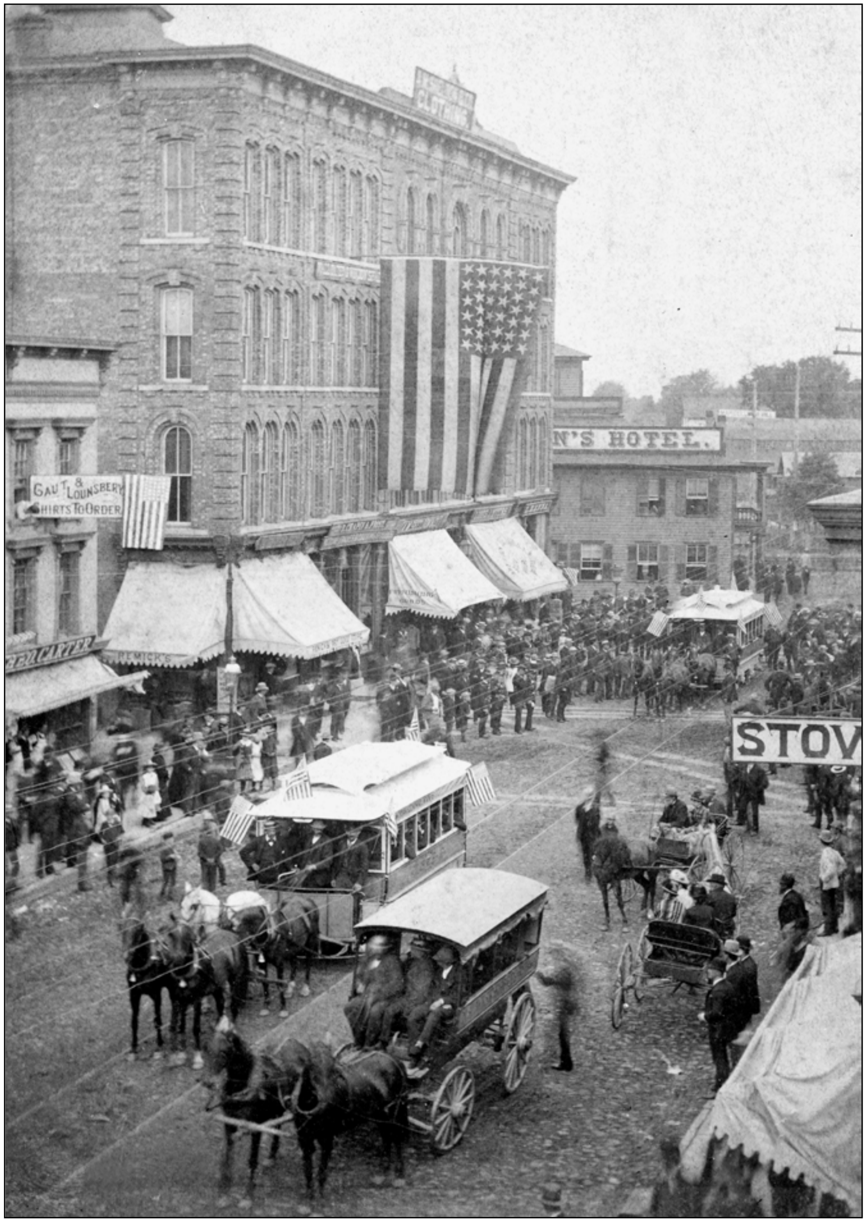
Oneida, N.Y. Oct 8 1886

Treasurer

W J Hickox

President.

Left- This $50 stock share of the ORCo purchased by Seymour Harvey is signed by President W. J. Hickox and dated just over one year after the line's opening.



THE ONEIDA RAILWAY COMPANY BEGINS OPERATION!
Left- On July 4, 1885, two horse drawn trolleys have just begun the first rail journeys from Oneida's Madison Square to the Oneida Castle Union Station. Celebrants of the Nation's birth cheer Good Wishes for the company's officials and dignitaries who occupy the two cars. Can it be true? Oneida is a 4 railroad community? Just beyond the second trolley is Allen's Hotel and the NYC&HRRR trackage. The hotel had ceased to be a depot when the railroad constructed a brick station at Broad Street in 1874. This is the first of three ORCo opening day photographs we'll see as this historic story unfolds. Madison County Historical Society Collection.

In the previous paragraph, one word appears that was the most important ingredient for any trolley line to succeed, or even to be born for that matter. All lines desiring to operate in a community needed to have a *franchise*. By definition, franchise is most simply – as it pertains to this story, "a privilege or right granted a person, group, or corporation by a government." (American Heritage Dictionary.) More specifically, it was the franchise that allowed a trolley line to operate within a village limits. The franchise from the Village of Oneida, dated May 8, 1885, that allowed the Oneida Railway Company to come to life was simply written: "Trustees of the Village of Oneida allow the Oneida Railway Company of Oneida, New York to construct and maintain a street surface railroad on Main Street, commencing at the northerly lines of the lands of the New York Central & Hudson River Railroad Company, near the northerly termination on Main Street, and extending to the southerly end of Main Street at the northerly end of the Seneca Turnpike." Oneida's Main Street ended upon its arrival at the NYC as well as at the Seneca Turnpike immediately south of WSRR trackage.

Franchises were also doled out by cities, such as Utica and Syracuse, which is how the NYWS&B was allowed a right-of-way through those cities. Franchise demands of steam railroads were far less stringent since they were much larger lines that cities realized may provide increased prosperity by transportation to and from afar.

Before any thought had been given to having horses pull a coach rolling on railroad track, more consideration was being given to developing railroads utilizing steam locomotion. In New York State, prior to 1850, developing, building, and putting into operation a steam railroad required the entire undertaking to be privately financed. Such was the case with all of the eight operating railroads that formed the original New York Central Railroad. There was no provision whatsoever for a municipality or the state to be obligated in helping to finance the construction of a railroad since municipalities and the state desired to protect their huge investment in building the Erie Canal by not financially assisting a competitive transportation system. But, by 1850, the State of New York realized that there should be some means for establishing and regulating a railroad corporation and aiding its construction. That year, the legislature of the State of New York enacted Chapter 140, Laws of 1850. This was the legal means for a railroad, such as the New York & Oswego Midland, to use for soliciting construction aid from municipalities along its route. If this law had not been enacted then, most likely, the Midland could not have been built. Additionally, Chapter 140 of the Laws of 1850 also provided for previously existing railroads to solicit municipal aid to enlarge and/or maintain its operation. Therefore, when “railroad fever” struck New York State after the end of the Civil War, it was this law that was the remedy for the affliction.

ORCo’s patriotic opening day was used as the theme for the style of one of its early tickets. It is printed in its exact size.

By the time the New York, West Shore & Buffalo Railway was being contemplated, the Municipal Bonding Law, as Chapter 140 of the Laws of 1850 became known, had been repealed and had not been replaced by any new legal means for a corporation to solicit funds from municipalities. Therefore, the NYWS&B had to be built on its own dime. It was the New York, Ontario & Western Railway that started the construction aid ball rolling by initiating a ten million dollar stock offering. It really wanted to have that Middletown-Cornwall-Weehawken line, you know. It cost many more millions to build the rest of the West Shore from Cornwall to Albany and on to Buffalo. It was not at all odd, then, that after having indebted itself to such a large degree that the NYWS&B quickly failed after its opening. Even railroads that had received aid earlier by the provisions of Chapter 140 of the Laws of 1850 failed. That’s because they used all of the solicited funds to construct the line and then had little remaining, and/or little revenue production, so that bankruptcy and reorganization resulted. That’s exactly what happened to the Midland, resulting in the Ontario & Western.

Because there was no legislation enacted to assist fledgling trolley operations, they – much like the West Shore, had to be built and put into operation using private financial means. And, they were also burdened by needing permission from the communities they desired to serve before proceeding in the development of its line. Regarding the Oneida Railway Company of Oneida, New York, it applied for a franchise from the Village of Oneida, received it on May 8, 1885, and then organized six days later.

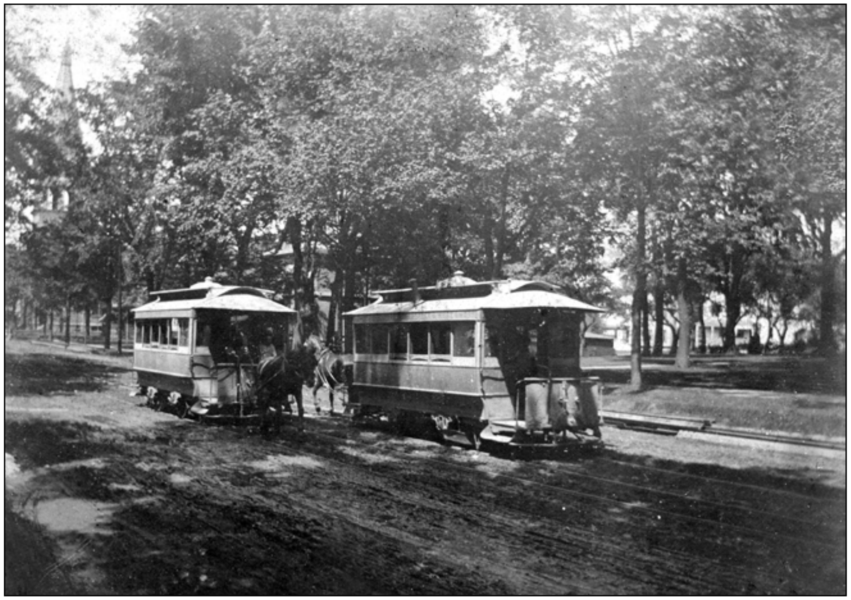
Many municipalities, including Oneida, used franchising as a means of community infrastructure development. If a company wanted to construct a trolley line then, in exchange for a community’s permission to use its streets, the trolley company might also be obligated to improve the streets (paving with stones or bricks), or first install water, sewage, or drainage piping under the streets. Despite the hardship of developing its own construction funds and accepting a municipality’s demands in order to receive a franchise, the development of horse drawn trolley lines flourished and overwhelmingly proliferated urban regions as well as some progressive villages such as

Oneida. In addition to Syracuse's Central City Railway and Utica's Utica City Railroad, both cities provided franchises to many more horse drawn trolley lines. But, between Utica and Syracuse, the village of Oneida was unique in its desire to provide a franchise for a trolley line. That's because the NYWS&B had built this section of its line as proposed by the dormant Syracuse & Utica Direct Railroad, with "Direct" implying bypassing Rome, a city to the north that the Syracuse & Utica Railroad had gone out of its way to serve.

Having been granted a franchise, the Oneida Railway Company organized with a capital stock of $15,000, and contracted with the Pennsylvania Steel Company to supply the rails needed to be laid within Main Street on top of Georgia pine stringers (ties) ordered from New York City costing $20 per thousand. J. N. Van Bracklin was hired as superintendent, six horses were acquired, and a barn was rented from D. Osterhout, for $150 per year, where the railway's "motive power" would be cared for.

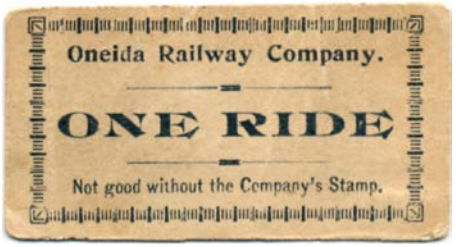
Beginning on that July 4th opening day in 1885, the village of Oneida's 4,824 citizens could utilize the services of four railroad transportation companies, of which the ORCo was the smallest. But, at least it was Oneida's own homegrown line, and it was a pair of Oneida boys, George and James Taylor – along with Jerome Miller, who manned the reins of the company's horses as they pulled a boxcar-like coach up and down Main Street as well as down Madison Street where the horsebarn was located. On its opening day, over 2,000 fares were taken at five cents each, and Oneida's holiday population rose to over 10,000 people who came for the nation's, and ORCo's, celebration.

Oneida had reached the horse drawn trolley age, somewhat late in the game, however, as events were unfolding in another part of America that would forever put trolley horses out to pasture. Because of the successful electrification of Richmond, Virginia's trolley system during 1887-88, the ORCo knew that at some point it would have to develop its own modern means of propulsion. Towards that end, the company applied to New York State's Board of Railroad Commissioners in 1893 requesting to be allowed to change its means of motive power from horses to either storage battery or electric operation. On July 5, 1893, the Commissioners approved the ORCo's request, and the first effort to remove old dobbin from the line came two months later when a Syracuse Storage Battery Company car began a 30-day test period (that had been arranged for on May 19) on the line's Main Street trackage. Whether the car performed adequately or not we do not know, but at the end of the 30 day period the Taylor brothers were still driving horses between Madison



Right- Two of the Oneida Railway Company's "boxcar" trolleys pass on Main Street just south of Saint Patrick's Church whose steeple is faintly visible at upper left. The company would play a role in improving the street, with bricks, when a later franchise was sought.
Collection of Madison County Historical Society.

Square and the Oneida Castle union station. It would be nearly a decade before any further consideration was given to changing its form of motive power. By that time, a change in ownership of the ORCo had already taken place as well.


Oneida Railway Company.

ONE RIDE

Not good without the Company's Stamp.

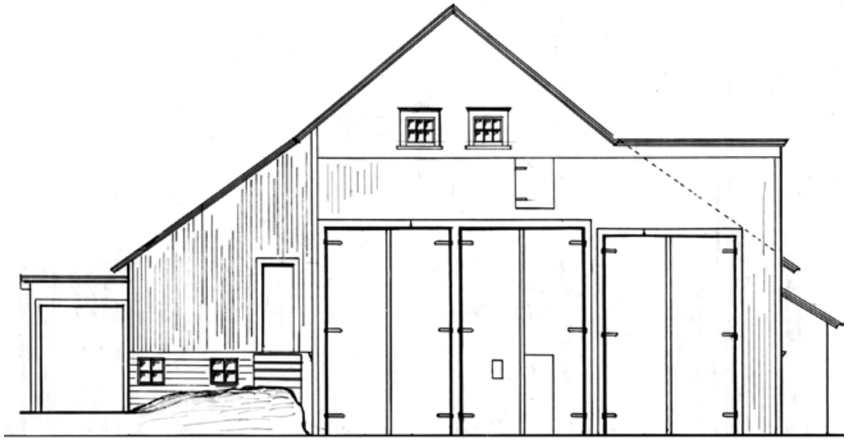
This exact size ticket dates from the period just before the ORCo ceased horse drawn operation so as to commence the electrification process. Its plainness reflects the company's loss of revenue at that time.

During the ORCo's formative years, and while it was contemplating it change of motive power, trolley lines in both Utica and Syracuse were improving and developing new routes for service. The Utica City Railroad, which had begun service between Utica and New Harford in 1863, had extended its line to Clinton utilizing a steam dummy car beginning September 3, 1866. Twenty years later, and after several name changes, the Utica, Clinton & Binghamton Railroad's Utica-New Hartford-Clinton trolley line was merged into the Utica Belt Line Street Railroad Company (UBLSRR) that had received a franchise from Utica only six months earlier. (The UC&B's steam railroad was being managed by the Delaware & Hudson Canal Company since the Midland's failure and was being operated by the O&W since June 1, 1886.) The Belt Line would greatly extend its service to Utica from the UC&B's main artery up Genesee Street by implementing operations to West Utica, New York Mills, Blandina Street (all in 1887) and to Capron in 1899. Meanwhile, in Syracuse, the Syracuse, Eastwood Heights & Dewitt Railway began service along Burnet Avenue in 1889, the Syracuse & East Side Railway opened in 1895, as well as the Syracuse Street Railroad and People's Railroad that became properties of the Syracuse Consolidated Street Railway. All of these Syracuse lines would eventually become components of the Syracuse Rapid Transit Railway (SRTRy) after its chartered date of May 21, 1896. Also in the Salt City, the Syracuse & Suburban Railroad (S&SRR, later the Syracuse & Eastern Railroad) began service to Fayetteville on May 13, 1898 and on to Manlius the following month. The UBLSRR's Genesee Street line and SRTRy's Burnet Avenue line will both play important roles during the Oneida Railway Company's modern electric operation.

Elsewhere – and indirectly related to the ORCo's later operations, the Rome City Street Railroad (RCSRR) began operation on December 22, 1885, and the Herkimer, Mohawk, Ilion & Frankfort Electric Railway (HMI&FERy) came into existence on February 1, 1895. The latter line was formed by merging the Frankfort & Ilion Railroad (incorporated April 9, 1871), Mohawk & Ilion Horse Railroad (April 2, 1870), and the Herkimer & Mohawk Street Railroad (March 3, 1871).

Even while the Oneida Railway Company was content to have its cars drawn by horse power, the UBLSRR had begun electric operation on March 18, 1890, with the SRTRy lines becoming similarly powered in 1896, the HMI&FERy in 1895, while the S&SRR began life as an electrified line on its opening day in 1898. Only the RCSRR delayed its total electric operation (beginning on June 9, 1903) until after the ORCo had begun producing its own electric power and using it to replace its stable of horses on December 15, 1902.

Until this electrification came to the Oneida line, the ORCo reported yearly to the New York State Railroad Commissioners that it remained a 1.5mile long line, its rails were 47 pounds to the yard, it stabled 9 horses, and one of its 3 so-called "boxcars" began the run from the Central to the West Shore every 20 minutes. Breaking the string of yearly similar statements occurred in the report for 1896 when the company noted spending $2,017.68 to build a new horse barn near the Seneca Turnpike and across from the Castle station. To accomplish this, the ORCo had to acquire permission from the NYC to lay rails under its WSRR bridge, which the Central provided during 1895. Previously the ORCo trackage terminated on the north side of the WSRR's Main Street bridge. Further monotony in its reports to the Railroad Commissioners was broken when it added a snowplow to its equipment list in 1899. But, its report of 1902 was the most striking since it noted "The Oneida Railway Company ceased operations on July 29, 1902." Horses had made their last runs. When it resumed service on December 15, 1902 not only was its operation provided by electric motive power but its trackage had blossomed to 8.84 miles. The Oneida Railway Company had grown from a child to an adolescent; in five more years it would become an adult.



The Oneida Railway Company's new horse/car barn

For the period 1885 to 1899, the horse drawn trolley line realized a profit every year from its operation amounting to $22,386. During its last two years, until cessation of operation in 1902, the company lost $143. Electrification, it was hoped by the line's new owners, would return black ink to the company's ledger books.

When horse drawn trolley lines began using electric propulsion, larger and heavier self-propelled cars were developed. When this modern trolley form came to the forefront, it was then that municipalities became more demanding of a company in order for it to receive a franchise. Especially when a company wanted to extend its line, or lay a second track, which was when a new franchise would be required. Sometimes, trolley lines would be required to supply a modicum of electricity to light municipal street lamps at night if they desired a franchise. Yet, as had been the case earlier with the horse drawn trolley line, electric trolley line building became all the rage. So much so, that a second generation of railroad development and fever resulted. The first railroading fever was for steam locomotive pulled trains; the second fever was for electric railroads that could be built where steam engines feared to tread. Which brings us to Frank Julian Sprague who is widely regarded as "The Father of Electric Traction."

Frank Sprague was born in Milford, Connecticut on July 25, 1857. When twenty-one years of age he was appointed to the United States Naval Academy at Annapolis, Maryland from which he graduated an ensign in 1881.

(He is shown at right in Naval uniform.)

While making his first sailing in the U.S.S. Richmond, he began to show his talent for invention. Taking note of all of his ship's inadequacies, he devised a duplex telephone, a complex telegraph system, and a means of transmitting pictures by wire! On his next ship he devised a superior dynamo, and upon his third voyage he continued to display his propensity for devising electric systems by installing the first call-bell system in a U.S. Navy ship. Clearly, the Navy was so impressed that they allowed Sprague to attend the Paris

Electrical Exhibition. All of this happened within 1881 after graduation from Annapolis. The previous year, however, Inventor Sprague had already perfected the spring-loaded trolley pole that drew current from an overhead wire.

Because of his electrical wizardry, Edward H. Johnson – a business associate of Thomas A. Edison ("The Inventor of Inventing") – convinced Sprague that he should resign his naval commission and go to work for Edison at Menlo Park, N.J., which he did for periods of 1883 and 1884. While his employment with Edison was brief, it did provide a relationship whereby the Edison Company would produce and distribute many of Sprague's future inventions. This may appear to have been a blessing for Sprague, and it was, but along the way Edison acquired the rights to solely construct Sprague's electrical inventions so that – as the years wore on – Sprague's name would become less familiar to those who benefited from his work.

Inventor Sprague made it possible for the Utica Belt Line Street Railroad Company to electrify its system. One of its cars is shown at Whitesboro just after the "juice" was turned on. Oneida County Historical Society collection.

Nevertheless, Sprague's inventive mind continued to revolutionize the electric transportation industry. After forming the Sprague Electric Railway & Motor Company in 1884, he developed a constant speed non-sparking electric motor, with fixed brushes, that was able to maintain its revolutions per minute despite varying loads placed upon it. (These Sprague designed-Edison produced motors would be installed on the Oneida Railway Company's first electric cars, #66, 68, and 70.) Following this accomplishment, which Edison fully endorsed to all of his licensees, a long list of Sprague's inventions followed: The development of an electrical system for multiple control (M.U.) of cars, a regenerative braking system whereby the electric motors were used to slow down a car (train) and feed electric current back into the supply system, a compound field magnet winding that maintained a fixed position so as to turn axle-mounted geared motors for electric railway applications, and the electric "dead-man" control.

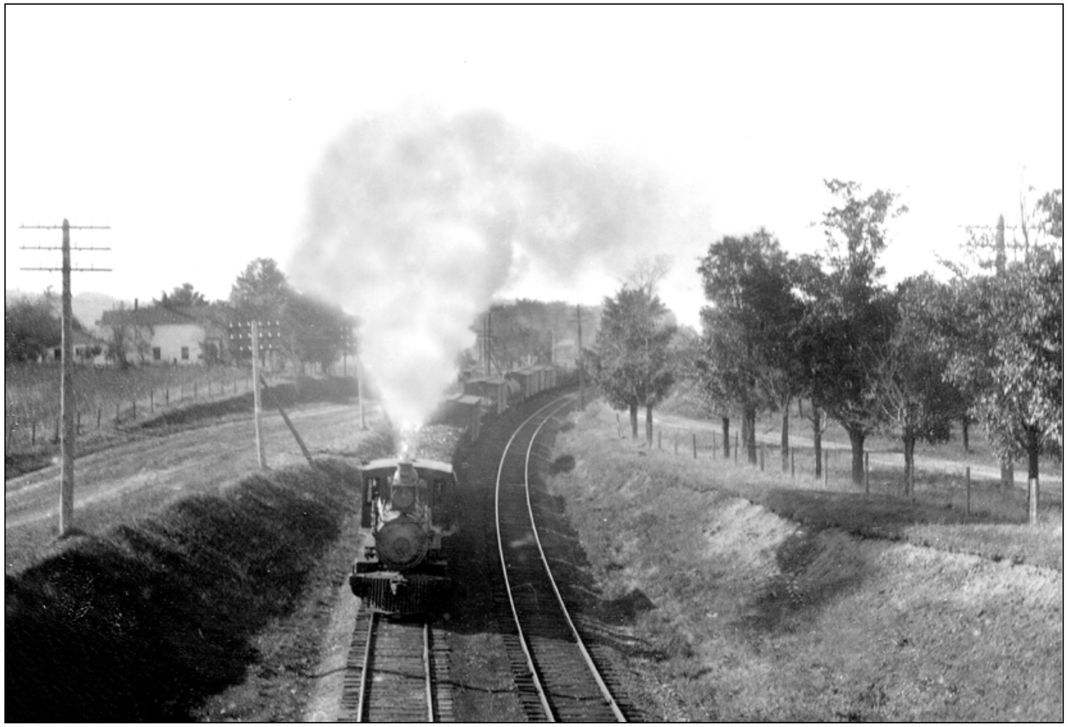
Additionally, he built and installed all of the electric apparatus for the Richmond (Va.) Union Passenger Railway, which became the first large scale electric trolley operation in the United States. The twelve mile system opened on February 2, 1888, and four years later, he designed the first 1,000 horsepower electric locomotive.

In 1890, the Edison General Electric Company – who manufactured Sprague's equipment, bought Sprague's company, which further diminished lasting fame for the inventor. But, two years later he formed the Sprague Electric Elevator Company. After building 584 elevators, Sprague sold the business to Otis Elevator Company. Later (1928), he devised a method for safely running two independent elevators (express and local) in a single shaft, and sold the system to Westinghouse Company. Both Otis and Westinghouse similarly did to Sprague's memory as had been done by Edison. Then, between 1896 and 1902 Sprague served on the commission for Terminal Electrification of Grand Central Terminal for the New York Central where he designed a system of automatic train control and formed Sprague Safety Control & Signal Corporation to build the system. Along with William John Wilgus, he designed and developed the bottom contact (underrunning) third rail system that was to be used to bring trains into and out of Grand Central Terminal in New York City. That underrunning third rail design would also come in mighty handy for the Oneida Railway Company just a few years later. It would be remembered, however, as the Wilgus underrunning third rail system.

Sprague's participation in the development of electrical apparatus and systems widely built and distributed by Edison, Otis, Westinghouse, and Wilgus' New York Central has largely been lost due to corporate greed and the passage of time. It is unfortunate today to not have Frank Sprague as well remembered as Thomas Alva Edison, George Westinghouse, Jr., Alexander Graham Bell, Samuel Finley Breese Morse, and Elisha Otis. Yet, these men were his contemporaries and had benefited from his genius. During "electric railroad fever," however, there was not a person who did not know of Mr. Sprague since newspapers were constantly espousing the virtues of the "Sprague-system" as it related to electric trolley lines being built and upgraded. Citizens of Oneida all knew of Sprague's inventions and accomplishments and their trolley line certainly grew beyond their wildest dreams because of them.

Frank Sprague's legacy, however, may be best perpetuated by the fact that it was his inventive mind that made it possible for cities to expand because electric trolley service made their enlarged boundaries more proximate, and allowed buildings in those cities to get taller because of electric elevators. And, if you are an avid observer of contemporary railroading keep in mind that every time you watch a train pass by today, you are witnessing technology pioneered by The Father of Electric Traction.

Frank Julian Sprague died on October 25, 1934 and was interred at Arlington National Cemetery in Arlington, Virginia. They don't just let any old ordinary person get buried there, you know.



Left- Frank Sprague's genius would, unfortunately, bring about a lesser presence for steam locomotion on the WSRR between Utica and Syracuse. Before the underrunning third rail apparatus was installed, however, the steam engine would rule supremely as is shown at Adams Crossing between Sherrill and Oneida Castle. The train is eastbound with the unimproved roadway at left being that era's Seneca Turnpike. Photograph by Virgil Lewis.

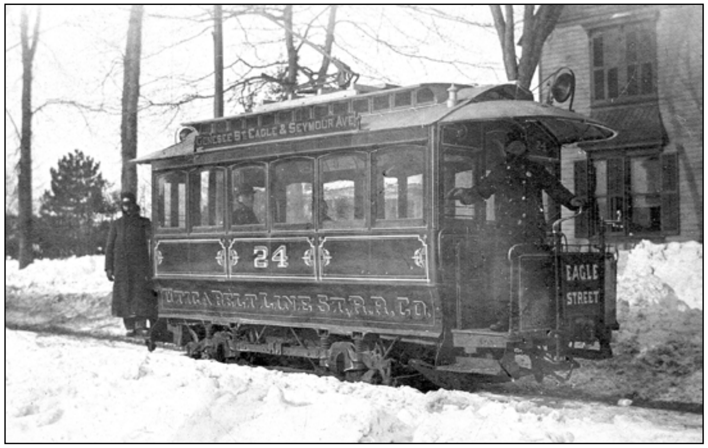
CHAP. 2

Syndicates

The year 1901 became a pivotal year for the Oneida Railway Company because of events that unfolded within its own organization and also because of outside pressures put upon it by several merger minded syndicates. The definition for the word “syndicate,” as it relates to this story is a corporate organization whose officials possess sufficient financial, political, and manipulative means so that they may be successful in gaining control of a similar enterprise. During electric trolley fever’s formative years at the very beginning of the Twentieth Century, syndicates could implement the building and operation of a new trolley line but, a syndicate of this period was more inclined to merge existing lines so as to form a more expansive system of operation and service. Although syndicates were mostly associated with successfully combining intercity lines, as was the case with the Syracuse Rapid Transit Railway and Utica Belt Line Street Railway companies, they were not adverse to acquiring non-city lines and developing them into city line feeders. The more adept a syndicate was in gaining control of other lines the more powerful it was and the more forceful it could be in gaining new acquisitions and franchises. Quite naturally, a syndicate desired to be perpetually successful, which meant taking control of lines had to be a continual effort. Once a syndicate sat on its laurels, it was ripe for acquisition by a still-hungry syndicate.

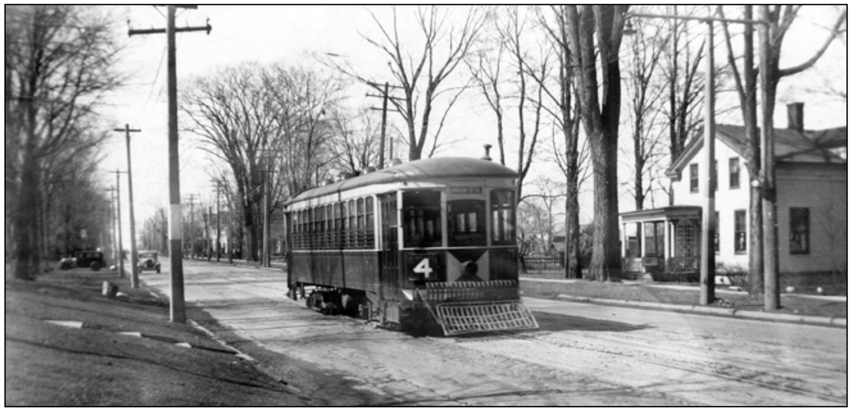
This continual desire to gain control of new lines may be best understood as it relates to the UBLSRR, which had gained control of Utica’s trolley lines as explained in the previous chapter, and added to its list of conquests the Utica Suburban Railway Company shortly after its Capron line opened in 1899. Two years later, on March 11, 1901, John W. Boyle, president and general manager of the UBLSRR, sent to Edgar Van Etten, General Superintendent of the New York Central, a letter proposing to convert and use the West Shore Railroad between Utica and Syracuse as a third rail electrified line:

“The Utica Belt Line Street Railway Company hereby make a proposition to enter into an arrangement or contract with your company whereby certain portions of the track or tracks of the West Shore Railroad shall be installed with the third rail system of electric propulsion. To the end that the Utica Belt Line electric cars may be operated between Utica and Little Falls on the east, and Utica and Syracuse on the west, or for any portion of such distances as may be deemed advisable.”



Right- On March 18, 1890, the Utica Belt Line Street Railway had successfully completed electrification of its component lines so that cars, such as single-truck #24, could proceed along their assigned routes without the tried-and-true horse. The Eagle Street line used a portion of Genesee Street where larger interurban cars would eventually utilize the trackage, too.
Collection of Oneida County Historical Society.

If the NYC had not previously taken note of the trolley encroachment to its system's well being then Boyle's letter would have certainly woken the sleeping giant from its slumber. But, the Central was indeed well aware of the trolley's intrusion into its territory and by the end of the year it would begin acquiring such threatening lines. The first of which were lines held by the Henry A. Everett-E. W. Moore syndicate and ran as competition to the Central's Lake Shore & Michigan Southern and Nickle Plate railroads between Chicago, Illinois and Buffalo, New York.

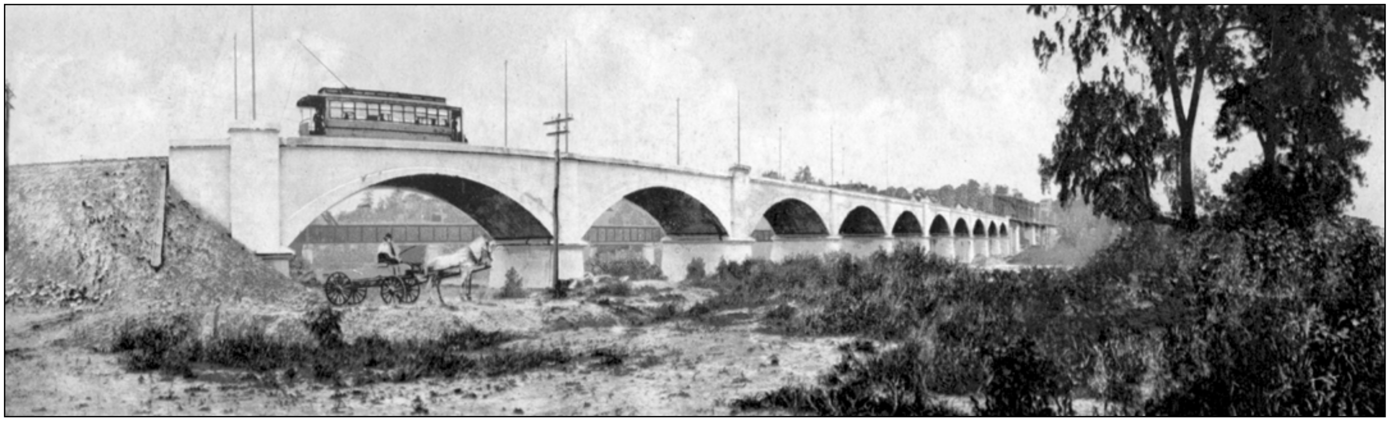


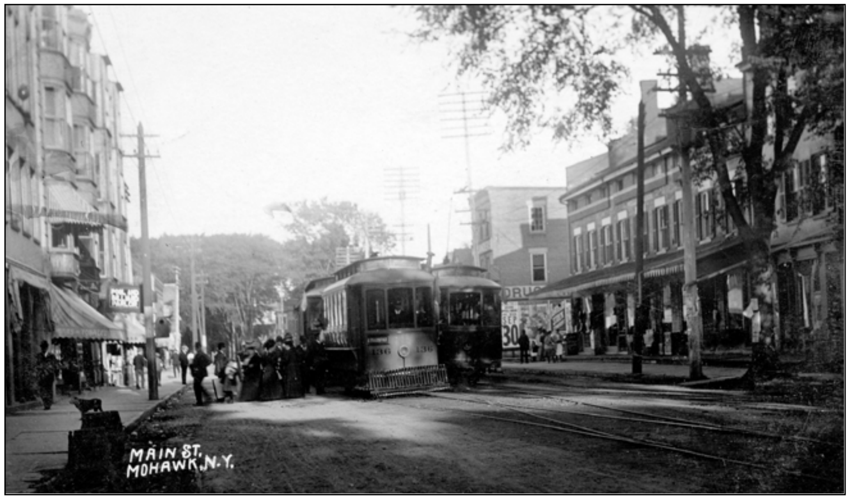
Above- During the lifespan of Utica's trolley and interurban transportation era, Genesee Street was the city's main north-south corridor. It extended from (near) the NYC's station southward – and upgrade – to New Hartford. The further "Up" Genesee Street the more suburban the territory became. Although this picture was taken by Robert Gurley on March 15, 1935, it still portrays the arena that ORCo 500-series cars operated within until five years earlier. A #4 Line car (Utica to New Hartford) is running "Down" Genesee Street to return to Union Station as its signboard proclaims.

There were other people also keeping their eyes on the unfolding Central vs. trolley drama, and one syndicate located in Cleveland, Ohio also had a dream, and desire, to electrify the West Shore Railroad. To them, Boyle's proposal for electrifying the West Shore threatened their dream. To squelch this perceived interest in the West Shore, the Andrews-Stanley syndicate in control of the Cleveland City Railway Company acquired the UBLSRR on March 25, 1901 by purchasing John Boyle's majority stock in the line for $500,000. Joining Horace E. Andrews and John J. Stanley in gaining control of the UBLSRR was the Westinghouse Electric Company of Schenectady, N. Y., and the Archbold-Brady Company, an industrial-based electrical contracting firm that was situated abreast of the West Shore's mainline near Syracuse, N. Y. Cleveland syndicate head Andrews immediately announced that its intention was to put together and build a 37-mile long electric railroad from Rome to Utica and on to Little Falls by consolidating with the UBLSRR the Utica & Mohawk, Utica & Deerfield, and Herkimer, Mohawk, Ilion & Frankfort lines. The preponderance of the trackage ran parallel to the NYC for nearly its entire distance. To accomplish this, the Cleveland syndicate formed the Utica & Mohawk Valley Consolidated Street Railway, which was then reorganized on November 27, 1901 as the Utica & Mohawk Valley Railway Company. The U&MV began electric service from Rome to Utica on June 21, 1902, and from Utica to Frankfort on June 14, Herkimer on December 15, and Little Falls on April 29, 1903. Can't you just feel William K. Vanderbilt's skin begin to itch? "How dare these fellows so brazenly desire to intrude upon my territory," he fumed. "Who are these men," he thought.

Horace Ellsworth Andrews and John Joseph Stanley were sons of Samuel Andrews and Joseph Stanley who were two of the five founders of Cleveland's Broadway & Newburgh Street Railroad Company (chartered on August 26, 1873). Later – through merger with other horse drawn lines owned by Marcus Hanna and Everett-Moore – the B&NSRR became a property of the company that the sons now controlled. Both fathers had been prominent men in Cleveland, and it would be difficult to select one over the other as more successful.

Upon the formation of the U&MVRy on November 27, 1901 by the Andrews-Stanley syndicate, the NYC hierarchy came to realize that a formidable opponent had come to the Mohawk Valley. Right- A lone trolley begins crossing the Mohawk River via Herkimer's Viaduct, and a pair of cars (lower right) call at Mohawk's Main Street station. Both- A. Bruce Tracy coll.





Samuel Andrews was an assistant to a Cleveland lard and coal oil manufacturer in 1859 named Charles A. Dean whose company was the first in Cleveland to refine kerosene from crude oil. In 1863 (the year his son, Horace, was born), Andrews – along with Maurice B. Clark – formed Andrews, Clark & Company, the partners convincing John D. Rockefeller – along with his friend Henry M. Flagler – to supply $4,000 in financial support. With Andrews increasing practical knowledge of chemistry and the Rockefeller-Flagler investment the company flourished. Because of Andrews' mechanical genius, he was able to attain greater quantities of refined oil from crude oil. In 1867, the Rockefeller, Flagler & Company was formed (along with William Rockefeller and Stephen Harkness) whose business was the manufacture and dealing of crude petroleum and its products. Three years later, on January 10, 1870, the same five men incorporated the Standard Oil Company with Andrews as chemist and chief of refining operations, a position from which he was able to gain sufficient funds and financial support to open the B&NSRR in 1873. The next year, Andrews sold his interest in Standard Oil to John D. Rockefeller for a reported one million dollars.

After receiving his windfall from Standard Oil, Samuel Andrews assumed a lesser role with B&NSRR, allowing his partner Joseph Stanley to manage and operate the line. Through the 1880s, and until his 1890 death after being struck by one of his own trolley cars, the elder Stanley was listed in the Cleveland City Directory as president and superintendent of the B&NSRR. Upon Stanley's passing – and the simultaneous retiring of Samuel Andrews, Horace Andrews became president of the B&NSRR and Stanley's son, John (also born in 1863), ascended to the position of vice-president and superintendent. This was the beginning of the business association of the two sons; a relationship which would form one of the most powerful traction syndicates of the electric railroad era and would greatly affect the formation of trolley and interurban lines across central New York State.

At the outset of their partnership, they began to electrify their line by using J. G. Brill Company electric motor cars in concert with the Frank J. Sprague overhead trolley electric collection system, and then merged the B&NSRR with the East Cleveland Railway and Brooklyn & South Side Street Railway to form the Cleveland Electric Railway Company in 1893. By 1908, the CERy had merged into the Municipal Traction Company but, due to financial distress the MTCo fell into receivership and was reformed as the Cleveland Railway Company with John J. Stanley as its president. By that time, Horace Andrews had accepted a position with the New York Central and had moved to New York City. Regardless of their distant residences, the Andrews-Stanley syndicate remained intact and would prevail upon a number of central New York trolley systems between Syracuse and eastward to Little Falls. The lines would be headed by Andrews with Stanley's positions being variously listed as vice-president, general manager, or both. Although they were personally separated by hundreds of miles, their syndicate nearly monopolized the central New York region. Only Clifford D. Beebe's syndicate could be compared to that of Andrews and Stanley. Fortunately for the Clevelanders, or maybe more correctly for Beebe, his region of power was north and west of Syracuse. Gaining control of the Utica Belt Line Street Railway in 1901 was the Andrews-Stanley syndicate's first successful foray in New York State. Not long afterward came the second.

Left- Commencement of U&MVRy electric service between Rome and Utica on June 21, 1902 caused further encroachment into the Central's domain since both cities were situated on the that railroad's mainline. Car #46 nears its Rome terminal and leaves hardly any room for motorists who thought the trolleys were supposed to "equally" share the road. The relative size of both vehicles leaves hardly any doubt as to who thought they ruled the road. Collection of Robert Groman.

Six days before the UBLSRR was acquired by the Andrews-Stanley syndicate, a civil engineer by the name of Chauncey Loomis Allen – along with Robert E. Drake who represented the SRTRCo, came to Oneida to meet with Harry C. Stone who held nearly all of the stock of the Oneida Railway Company. When the men parted, Allen replaced

Walter E. Northrup as president of the ORCo, Stone was $25,000 richer and became treasurer for the line, and Pierre S. and T. Coleman DuPont had become the line's majority stockholders. (Other directors were W. K. Archbold, Graham K. Betts, Morgan A. Dunn, John Repalji, and E. L. Hunt.) Immediately, Loomis Allen – who preferred his middle name to his first – announced his plans for the line: 1- Extend the line eastward to nearby Sherrill and Kenwood, 2- extend the line northward to Sylvan Beach and possibly Rome, and 3- electrify the line by using Sprague's overhead trolley collection system.

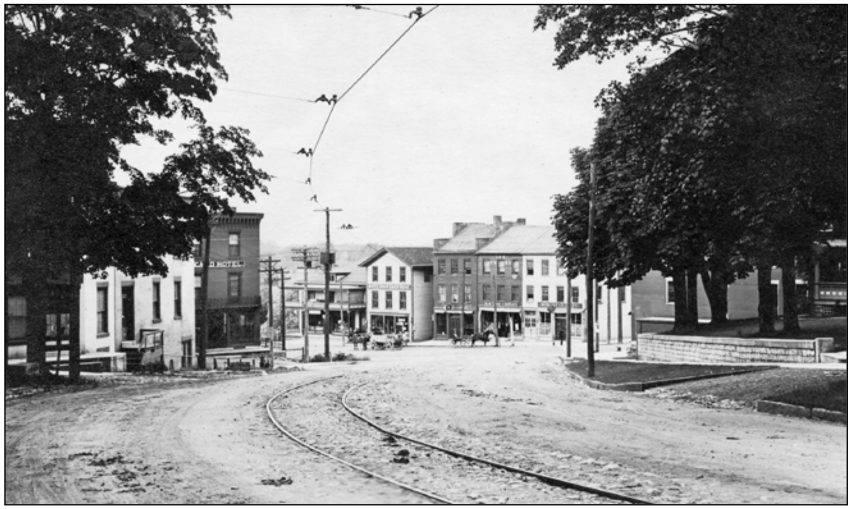
To accomplish his goal, Allen sought the needed franchises in order to leave Oneida and reach Sherrill, Kenwood, and Sylvan Beach, lobbied the Ontario & Western and New York Central railroads so that an overcrossing and undercrossing (respectively) of their lines by the ORCo could be pursued (July 16, 1901), and formed the Oneida Construction Company (OCCo on July 22, 1901) to undertake the actual building of the new lines and crossings. Just as President Allen appeared to be hitting his stride for accomplishing his goal, the Andrews-Stanley syndicate stepped in and acquired the OR and OC companies on July 24, 1901 by purchasing the controlling stock held by P. S. and T. C. DuPont and adding the line to their U&MV portfolio. Not surprisingly as you will see, Allen is retained as president, but Harry Stone is discharged. Stone would organize the Oneida Traction Company (on September 11, 1901) through which he hoped to build a trolley line between Sherrill and Canastota, portions of which would wind through Oneida's Seneca and Broad streets as well as Lenox Avenue. His dream would not be fulfilled as the mightier Andrews-Stanley syndicate had similar designs, albeit via a differing route.

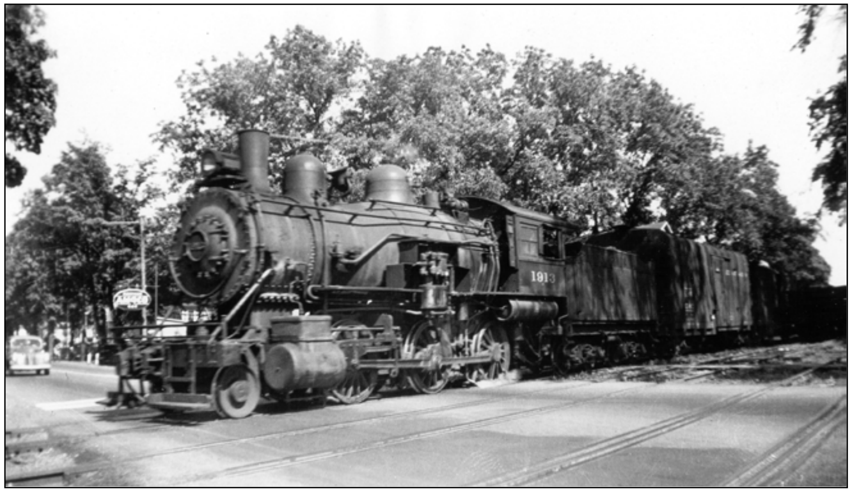
Andrews and Stanley saw in C. Loomis Allen **(at right)** the perfect organizational and operations person they needed as a New York State front man for their syndicate. The Cleveland syndicate men had met Allen in 1900 when he worked for the Lorain (Ohio) Street Railway Company. Allen was born in Syracuse, N. Y. on January 16, 1870, and later attended Alfred University (1886-1889) and Syracuse University in 1889-1890. Upon graduation from S. U. as a civil engineer, he went to work for the Norfolk & Western Railway. But, two years later he returned to Syracuse and became associated with a private engineering firm. Then, in 1895, he became the chief engineer for the Syracuse Street Railroad Company and the Syracuse Consolidated Street Railway. Both then merged to form the Syracuse Rapid Transit Railway prior to his being elevated to assistant general manager in 1898 and then general manager the following year. While in Ohio, his father, George R. Allen, became a director of the Syracuse & South Bay Electric Railway when it was formed on May 10, 1900. The senior Allen's interest in the line, however, may not have been due to the same electric railroad "fever" as diagnosed for his son, but rather due to his farm and canning factory lying near the line in Cicero, a Syracuse suburb. Regardless, his son's affliction was one from which he would suffer life-long happiness, satisfaction, and success. Loomis would become a trusted official within the Andrews-Stanley syndicate and, we can deduce, it was that syndicate that had dispatched Allen back to New York to pursue their interest in electric railroading within the Empire State where he would – as we have already learned – be given general manager, vice-president, and president titles for all of that syndicate's holdings. As an example, while Loomis was president of the Oneida Railway he was also general manager of the Utica & Mohawk Valley. So valued was his council and operational skill that it would not be incorrect to think of Loomis Allen as the number three man in the syndicate. But, first he would have

to prove his ability by enlarging and electrifying the Oneida Railway Company.

Two weeks after Harry Stone had organized his Oneida Traction Company he arranged a meeting with representatives of the Oneida Railway and Syracuse & Suburban companies. All three had begun the process of seeking franchises to either build or expand their lines. The OT, as previously mentioned wanted to build a line from Sherrill to Canastota through Oneida, the OR desired to do similarly as well as reaching Sylvan Beach, and now the S&S was anxious to extend its line eastward from Fayetteville to Utica via Oneida. On September 20, 1901, the (now) city of Oneida had received franchise requests from all three lines and it was the purpose of Stone's meeting to minimize competition and duplication since the OT, OR, and S&S wanted the same corridor for a right-of-way. Unfortunately for Stone, the outcome of his meeting was not beneficial to his OT as the OR and S&S had more financially robust organizations behind them.

Stone held his breath while the three companies waited for word from Oneida, but the city was unduly deliberate in considering the franchise requests. While Oneida hesitated to act, S&S President Charles E. Hubbell announced on October 19, 1901 that he intended not only to extend his line eastward through Chittenango, Canastota, and Oneida but also southward to Jamesville and Cazenovia. Nearly at this same time, the Canastota & Morrisville Railroad (C&M), which had been organized during March 1901, received a franchise from Canastota on October 4, 1901 to operate within its streets. Canastota, it may be noted, was desperate to have its own troley line since it and Oneida had been traditionally competitive communities. Canastota had been able to one-up Oneida by

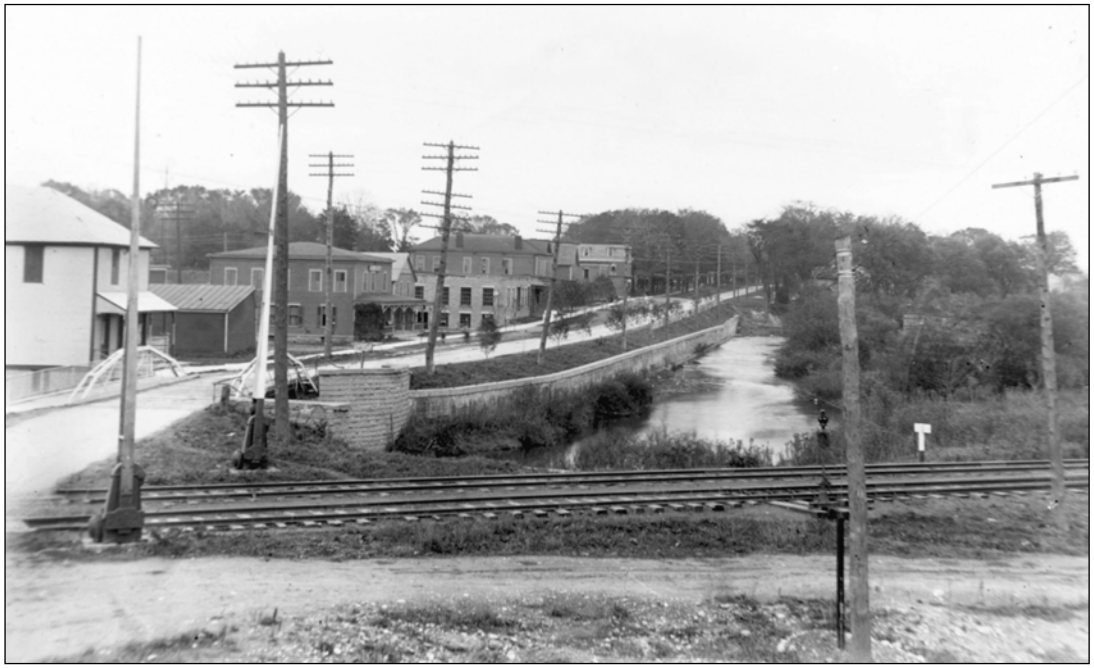




The Syracuse & Suburban Railroad began life as an electric trolley line, opening service to Fayetteville (top) on May 13, 1898, and on to Manlius and Edwards Falls by the end of that year. Three years later, the S&S sought an eastward expansion along the Seneca Turnpike where it would have had to cross the trackage of the NYC's Chenango Branch within the same village. The city of Oneida's rejection of its franchise request put an end to any S&S enlargement of its system. In the scene at top, the view looks westward along the Seneca Turnpike with the S&S track occupying the middle of the roadway. Behind the photographer, it will shortly cross the NYC's Chenango Branch (above) where a southward train is shown bound for Cazenovia. Collections of Fayetteville Free Library and Jim Georges.

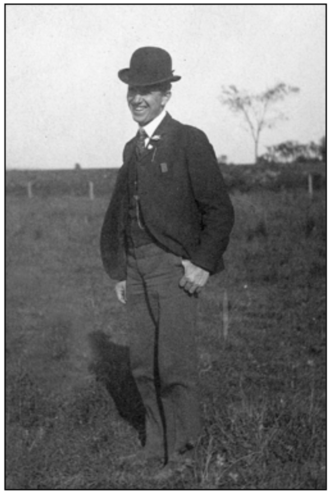
having the Erie Canal built directly through its business center whereas the canal's prism was situated nearly a mile north of Oneida. But, both villages had gotten the Syracuse & Utica Railroad (NYC), both had become multiple railroad towns with the arrival of north-south Ontario & Western (Oneida) and Elmira, Cortland & Northern (Canastota) railroads, and the east-west NYWS&B. Now Canastota only needed a trolley line to continue feeling superior to Oneida. All of this trolley "fever" within such a small, but strategic area, made it impossible for Harry Stone to garner financial support to build a syndicate and thus his OT collapsed in abandonment on November 22, 1901.

The Oneida Railway and Syracuse & Suburban, however, re-doubled their desire to proceed as planned and met with Oneida's city officials on November 23, 1901 and then again on January 6, 1902 seeking franchises. Finally, on February 3, 1902, the city of Oneida responded to the line's franchise requests. Not surprisingly, the city granted its OR a franchise and rejected the request made by the S&S, and in so doing permanently ended the Suburban Road's interest in extending its line eastward from Fayetteville. This may have been of some solace to Stone, as well as his learning (later) of the C&M's failure, too.



Loomis Allen desired to have his Oneida Railway reach Sherrill via an over-crossing of the Ontario & Western Railway at the extreme left edge of this eastward looking scene. Then, the OR's track would drop down to the Seneca Turnpike in Oneida Castle, having crossed Oneida Creek in the process. O&W objections and a lack of support from the State of New York prohibited the execution of Allen's plan. In the above scene, Oneida Creek is flowing towards the photographer before abruptly turning to go under the turnpike's Whipple Bridge. The mainline of the O&W (foreground) heads right to Kenwood, and left to Castle station. Oneida Castle Historian's collection.

Loomis Allen had prevailed in Oneida, but his expansion plans were still contingent, in part, on the O&W and NYC allowing the OR to have over and under crossings of their railroads, both roads proving to be substantial adversaries. In order for the OR to reach Sherrill-Kenwood from Oneida, the trolley line wanted to cross over the O&W and Seneca Turnpike just south of the WS-O&W station at Castle. The estimated cost for erecting this overpass was considered to be $92,000, no small sum for one bridge, but even if it were less, the O&W would still have rejected the bridge construction because it did not want the trolley line to reach Kenwood where it had a depot. (Geographically, Sherrill was due east of Oneida Castle lying along the Seneca Turnpike and West Shore Railroad although the latter did not have a depot there. Kenwood, the ancestral location of the Oneida Community founded by John Humphrey Noyes in 1848, was southeast of Oneida Castle and due south of Sherrill. Kenwood was in Madison County and considered to be a part of Oneida, while Sherrill was situated within Oneida County. As is the case with Oneida and Oneida Castle and Madison and Oneida counties, Oneida Creek separates Kenwood and Sherrill.) Because of the O&W's strenuous objection to the overcrossing, the OR would survey another line to Kenwood that crossed Seneca Turnpike at grade and proceed due south before heading southwest to arrive at Kenwood without having to cross the line of the O&W. This plan, which would indeed bring trolley service to Kenwood unchallenged by the O&W, left Sherrill out in the cold to the displeasure of that village and Oneida Community Limited, the successful manufacturing successor to Noyes' perfectionist and communal compound. Developing a compatible route that satisfied the OR, O&W, Oneida Community Limited, Kenwood, and Sherrill would take another seven years, and that final trolley connection from Oneida could not even have been envisioned in 1902.


"Joe" French at Lenox Avenue in 1902, while superintending the expansion and electrification of the Oneida Railway Co.

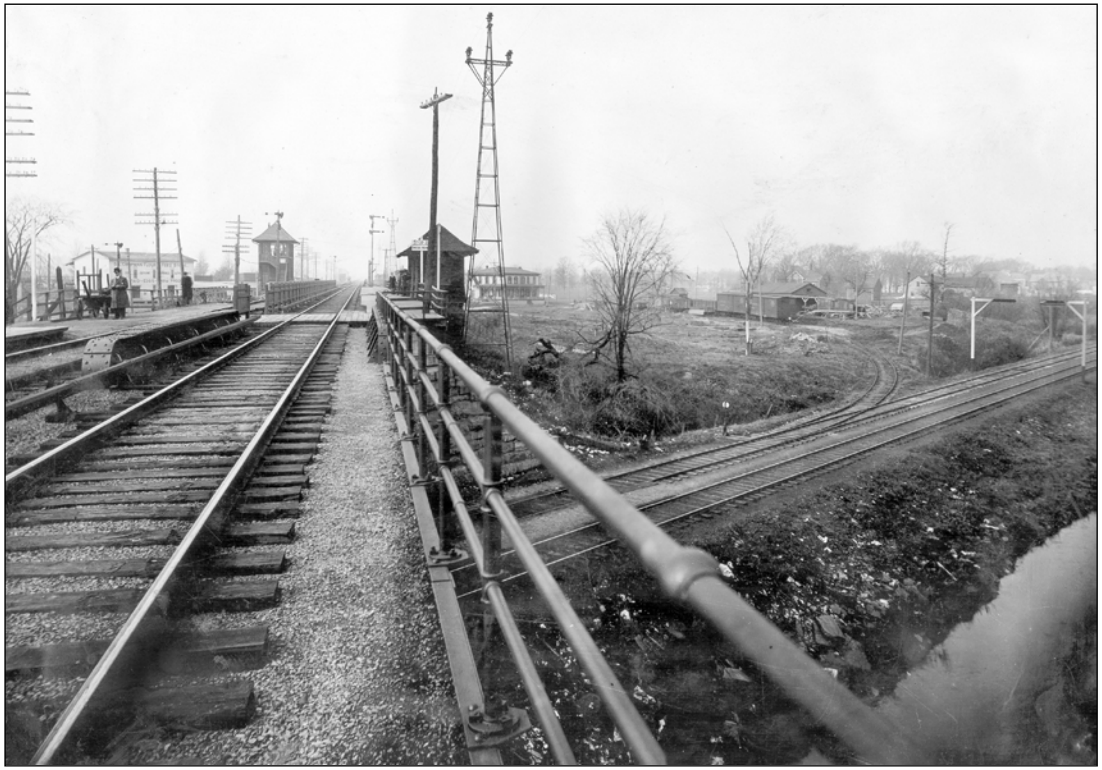
Temporarily thwarted in its attempt to expand eastward, the OR focused on its proposed desire to reach Sylvan Beach and Rome. To accomplish this, the OR needed permission from the NYC to construct an undercrossing of its multiple-tracked mainline, five tracks in all. The selected site was adjacent to Williams Street which, at the time, was the main artery for highway and pedestrian travel into and out of Oneida's north side. As may be imagined, the NYC at this time had little tolerance for traction line intrusions, especially by a line that wanted to go to Rome where it had a large presence. Consequently, its permission for the undercrossing was never received by the OR. The O&W was also quite pleased by the Central's denial for the undercrossing as its mainline from Oneida to Oswego passed through Sylvan Beach. Despite these setbacks, which would be more amicably resolved in a few short years, the Andrews-Stanley syndicate pushed forward its plan of electrifying the OR that also called for a limited route extension within the city of Oneida and several miles westward to the neighboring village of Wampsville that would be selected for Madison County's seat in 1907.

On February 26, 1902, the Oneida Railway Company placed thirty year old Harry J. Clark in charge of electrifying and expanding the line; Mansfield J. "Joe" French was Clark's second in command. Harry Clark, a Cornell alumnus as was William Wilgus and Henry Throop, had been a civil engineer for the SRTRCo, hence an associate of Loomis Allen who, most certainly, was instrumental in obtaining Clark's services. In the near future, Clark would be promoted to chief engineer for the U&MV and French would assume his OR duties. Before that took place, it was Clark and French who met with Oneida's city officials to request additional franchises for adding an additional track within Main Street, building a new double-track line within Lenox Avenue from Madison Square to the Clockville Road bridge belonging to the West Shore Railroad, and to install a Madison-Broad street loop in downtown Oneida. Some difficulty developed when the city attempted to place a time constraint on when the work should be initiated and completed. But this was resolved so that with the newly issued franchise in hand, dated February 24, 1902, and along with the previous electrification franchise in their pocket, the two men could begin enlarging and modernizing the Oneida Railway. Their deadline for completion of the work was agreed upon to be November 1, 1902.

(The franchise dated February 24, 1902 contained the following specific conditions: 1- The Company shall sprinkle the paved streets. 2- The Company shall not operate at excessive speed. 3- The Company shall not charge more than five cents in fare within the City of Oneida and to Wampsville Four Corners and to Kenwood or Sherrill when those extensions are completed. 4- When the bridge or viaduct is built over the N.Y.O.&W. tracks on Seneca Avenue (sic) all costs to the City of Oneida shall be paid by the Company. And, 5- The Company agrees to extend its system to Sherrill and Kenwood and have same in operation one year after bridge is completed.)

As soon as March weather allowed, construction was begun for three new sections of the OR; the short distance between the West Shore's Main Street bridge and Seneca Turnpike, along Lenox Avenue from Madison Square to Clockville Road where another West Shore bridge crossed overhead, and along the south side of the West Shore from Clockville Road to Wampsville. (Clockville Road was essentially an extension of Lenox Avenue; where one ended the other started, with the line of demarcation being the railroad bridge.) Work on these sections was able to be prosecuted because they did not interfere with the railway's traditional Main Street horse car route between Madison Square and Castle. While work on these three segments was being undertaken, a support, supply, and material staging yard was also being developed. A parcel of land directly north of Castle depot was acquired in order for a siding to be put in from the O&W mainline from which the materials needed by the Oneida Construction Company's forces were to be delivered. Also acquired, was a small plot of land next to the OR's (1896) horse barn where Clark and French planned to erect a power house that would produce the "juice" needed for the line's new electric system. The need for this power house,

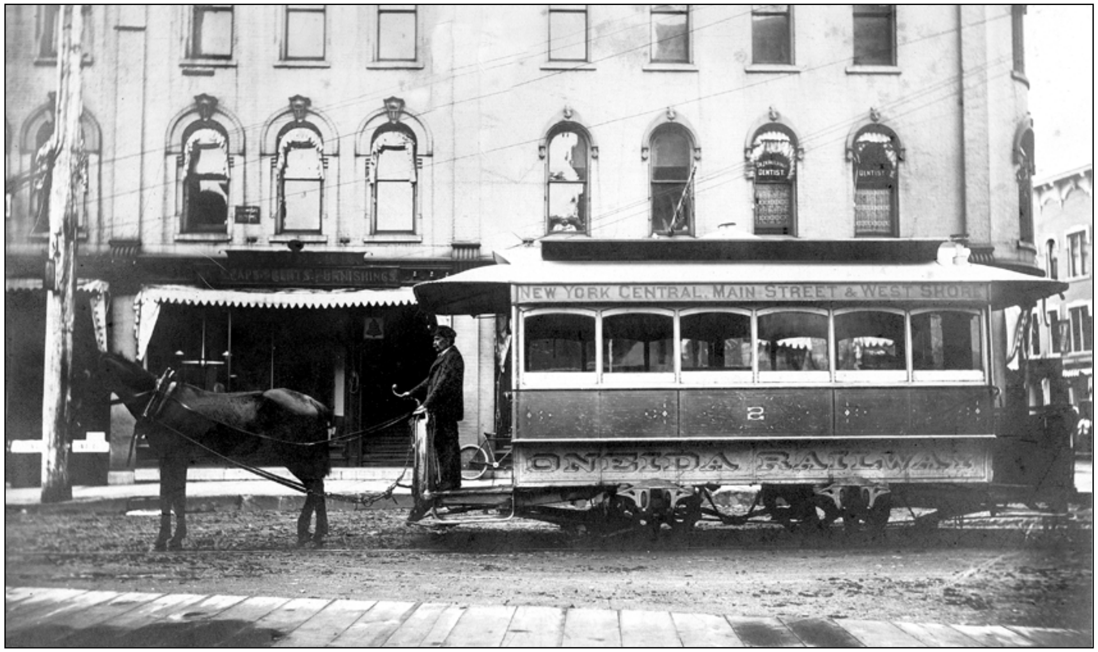
Below- The ORCo's material receiving/staging yard was located north of the WSRR mainline and was served by a siding that switched off of the O&W mainline immediately north of bridge #352. This siding and yard can be seen at the right center; a segment of Oneida Creek is at lower right. This westward looking scene was taken after the ORCo's 3rd rail operation had begun, and shows Block Station YO, shelter #337, and transmission tower #170 beyond the O&W's trackage. Castle station is just out of view at left.



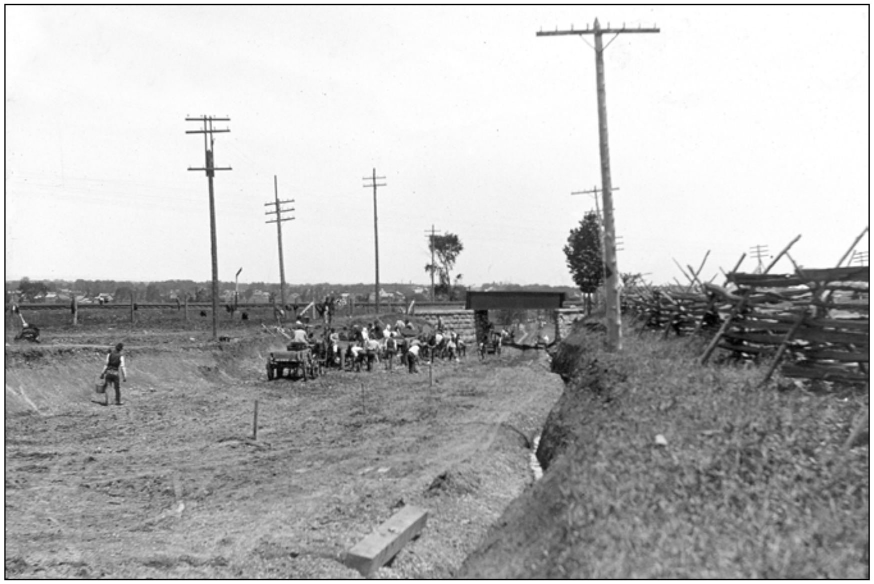
however, was discontinued when the two engineers were able to successfully negotiate electricity supply from the Madison County Gas & Electric Company whose plant was situated on Sconondoa Street beyond the Madison Street crossing of the O&W. (This crossing of the O&W, which was at the north throat for that railroad's yard, separated Madison and Sconondoa streets; Madison went west to downtown Oneida, Sconondoa proceeded east towards the northern limits of Oneida Castle. Previously seen bridge #357 was immediately north of Sconondoa Street's origin.)

No sooner had the O&W siding been put into operation at the end of May, the railroad began delivering materials; lumber, poles, rails, pipe, steel, coils of wire, etc. At this time, the OCCo already had 400 men and 125 teams pushing the work forward, so that by the middle of the summer the railway's service had to be suspended. On July 29, 1902, the last horse drawn car made its way to the Castle depot under the guidance of reins man James Taylor. Never would an Oneida Railway Company car be drawn in such a manner again. The company's horses then began construction employment; eventually being advertised for sale on January 28, 1903.

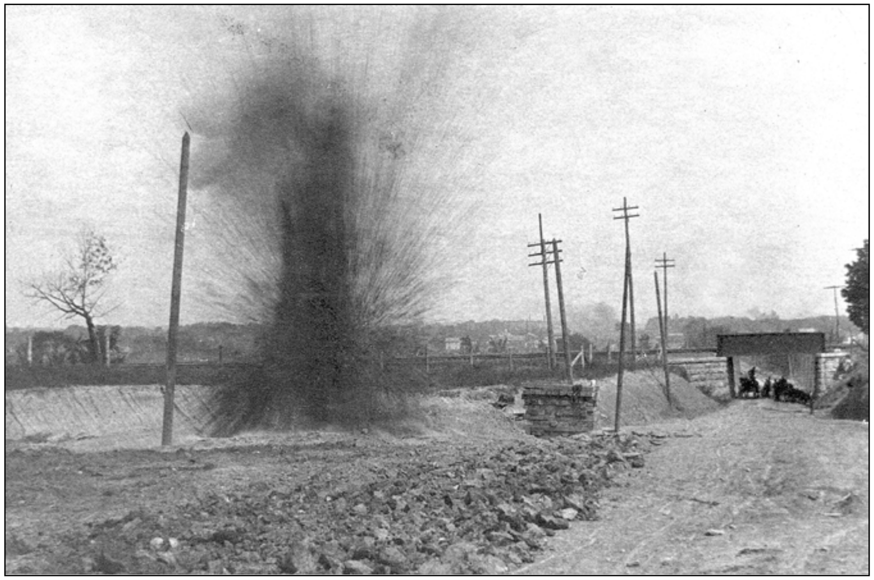
As soon as service had been suspended, workmen began taking up the old rails in Main Street and began excavating the street so that the city's water main could be replaced and lowered eighteen inches. This was undertaken because of fear that the weight of the new electric cars, which would be operating on the new double track line, would cause undue subterranean vibrations that might harm the existing water line(s). Besides, the OR's franchise from the city of Oneida specified this work was to be done. By this time (August), the new double track railroad was being installed within Lenox Avenue, poles that would carry the overhead trolley wire were being placed in the ground, and work on the single track Wampsville line was being undertaken as was the beginning of grading for a further extension towards Canastota where a franchise had been granted by the Town of Lenox. And, as soon as the new water main was installed and rails put down in Main Street (during September), the Charles H. Bartow Company would begin paving both Main Street and Lenox Avenue with vitrified bricks.

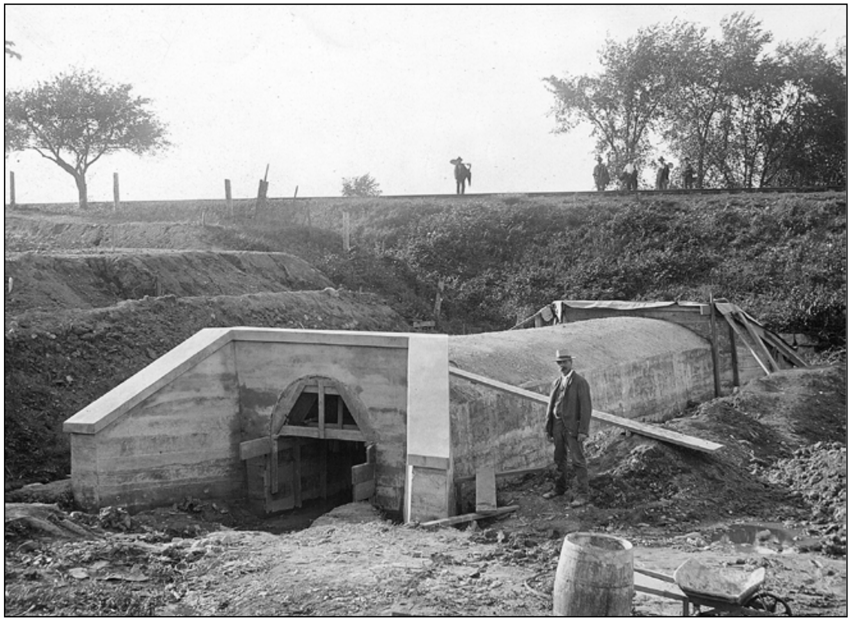


Left- James Taylor has posed car #2 for a final portrait on July 29, 1902 before urging his horse to the barn one last time. Afterwards, horses were used only for construction work; then sold the following year. The line's cars were scrapped and were replaced by three new Brill 2-truck cars. Taylor was one of the line's original supporters and a lifelong employee. His death came about when struck by an automobile while walking past the Main Street carbarn. Collection of Madison County Historical Society.



After the Oneida Railway suspended operation on July 29, 1902, the Oneida Construction Company rebuilt, enlarged, and electrically modernized the line. They had the entire summer and fall season to complete double tracking the Main Street and Lenox Avenue routes, building the line to Wampsville, and electrifying the railway throughout its new 8.84 mile length. Left, top- During this construction period, OCCo laborers were hard at work on the Clockville Road extension of Lenox Avenue south of the (then) single span WSRR bridge W391 seen in the distance. At the same location sometime later, lower left, dynamite, excavating, and grading made noticeable where the line to Wampsville would be situated. Both views look northeasterly toward the city of Oneida. In constructing the Wampsville "Go-Buggy" line, a culvert that had passed under the WSRR tracks had to be extended for the new track to pass above. The culvert, below, was located just beyond bridge W391 and milepost 254. All bridge and culvert work done at this time employed concrete; earlier West Shore Railroad work used cut stone throughout. A handful of men are standing upon the West Shore's mainline. This is the work Joe French was superintending.





Above- This only surviving (2013) concrete pole is proof that the OR's electric trolley wire was substantially supported. Oneida's Main Street lies in the foreground.

Excavation at the south end of Main Street also had to be done to lower the street five feet underneath the West Shore's bridge so that the new cars and overhead trolley wire would be able to past below the WSRR's mainline. The NYC was surprisingly cordial in allowing the trolley overhead electric lines to be attached to this bridge (W384 – the W for West Shore), only requesting that the lines were to be properly insulated so that leakage from the wire(s) would not find its way into the bridge steelwork as well as to the mainline rails. The Central also asked for a payment of one dollar, which the OR was more than pleased to fork over. The NYC was not as accommodating with its Clockville Road bridge W391.

The reason for the difficulty at the Clockville Road bridge was that the New York Central was dead-set against the Oneida Railway being able to connect its new 2-track Lenox Avenue-Clockville Road line with that of its new single track Wampsville line. And, the best way for the NYC to keep the OR from doing so was to not allow the trolley line to excavate a passage under its mainline bridge as was being allowed at Main Street. The NYC's logic at Main Street was that even though the OR desired to continue its line to Sherrill (in close proximity to the WSRR mainline) it first had to cross the O&W as previously mentioned, and the O&W's permission was not forthcoming. So, the Central allowed the O&W to be the bad guy. Conversely, at Clockville Road, there was no one else to be the bad guy but the Central itself. If the OR was allowed to pass southward under the bridge connecting to its Wampsville line then that line – as well as an extension to Canastota – would promote undue competition since the OR line would parallel not only the West Shore into Canastota but the NYC's mainline as well. So, you may be thinking, why didn't the OR simply keep its Wampsville line on the north side of the West Shore? Well, that was not a consideration because as the West Shore and NYC mainline continued west to Wampsville they came directly abreast of each other and there was simply no room for an OR track to be placed between them. Even if there were sufficient room for the OR's track the NYC certainly would not have tolerated its placement there. Besides, the NYC-WS now owned the property on the north side of the bridge as that was where the defunct Boston, Hoosac Tunnel & Western's right-of-way had been. Consequently, there was no alternative for the OR other than to position its Wampsville line on the south side of the West Shore and temporarily operate it as an unconnected extension of its railroad from Lenox Avenue and Clockville Road.

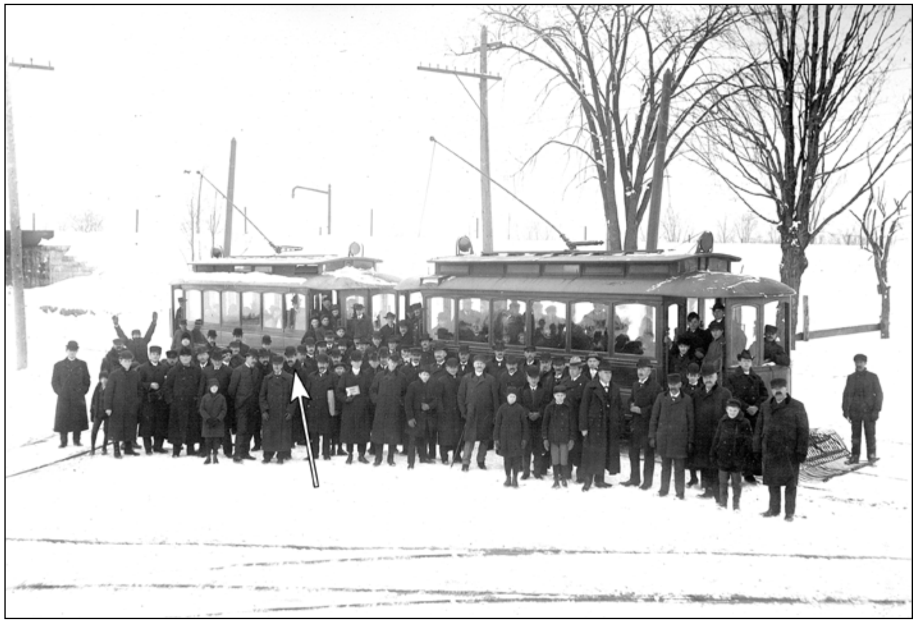
Throughout the fall season of 1902 the Oneida Construction Company pushed its contractors to complete their work because of the quickly approaching November 1st deadline. Towards that end, Joe French recorded in his diary that rail bonding, pole erection, track laying, stringing 33 reels of trolley wire, laying out a wye at Wampsville, converting and enlarging the horse car barn for electric car use, and replacing men who were continually quitting work was being undertaken at all points along the OR's expanded line. By the middle of October, it became clear that the work would not be completed by the deadline, so an extension had to be granted by Oneida. The city's concerns from the outset of the OR's conversion and expansion work was that it had to be completed so that there would be time for the brick layers to finishing paving the streets before winter set in. The city reluctantly provided a deadline extension, to December 15 – what else could they do, whereupon the poem entitled ***"A Thanksgiving Melody"*** appeared in the Oneida Press on November 4. It satisfactorily acknowledged the sentiments of Oneida's citizenry:

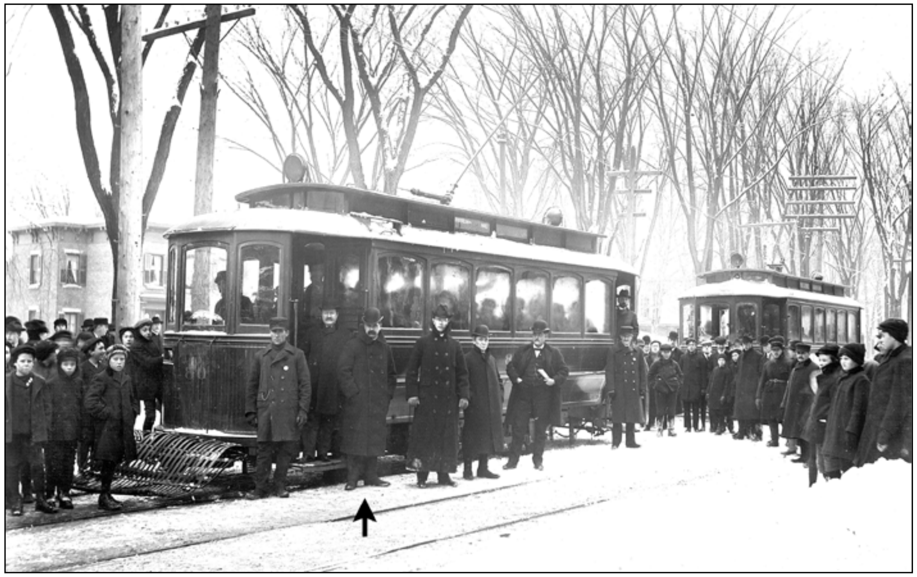
> "Sing a song of trolley, city full of dirt, eight and twenty dangers, keep one all alert.
> Where the way is open, chasms yawn below. If you want a crossing, through the mud you go.
> Mister Vedder's rubbish, lies along the street, Conroy's traps are waiting, for unwary feet.
> Heaps of brick and mortar, pipes of every size, all the men are working – looking very wise.
> Wagons loom about you, with their heavy load; you must wait in patience, while they block the road.
> When you're safely over, just give thanks, and then, pray you'll live till Oneida, is itself again."

With its new deadline set, crews set upon their work with renewed vigor so that step by step all phases of the project were being completed, except on the Wampsville line that would not be able to open due to the difficulties at West Shore bridge W391. In order for the new electrically powered Oneida Railway to begin operating by December 15th at the latest, the company had ordered three car bodies from J. G. Brill Company subsidiary American Car Company (St. Louis, MO.) that were to be mechanically outfitted by the OR. But as the deadline for resumption of service loomed, it became apparent that the cars would not be received in time to be set up for operation. Consequently, the OR made arrangements with the U&MVRy for the lease of two single-truck cars with which the line would be opened.

On December 13, 1902, the expanded and converted line was completed – except the line to Wampsville, and engineers Clark (who by this time had become chief engineer for the U&MVRy) and French proceeded to test the overhead lines from Castle to Madison Square and then out Lenox Avenue to bridge W391. French noted, "everything OK," in his diary and then all that was left to do was to await the cars from the U&MV. At 9pm the following day, an ex-Manhattan Elevated Railway steam locomotive came chuffing into Oneida on the West Shore; behind it were the two U&MV leased single-trucked cars, which were set off into the staging yard at Castle. At 10:30pm that same evening, Joe French made the first of three round trip tests over the electrified Oneida Railway and afterward announced that the line was ready to commence electric service.

On the cold and snow laden day of December 15, 1902 the Oneida Railway Company entered its modern era by initiating electric service with the two leased cars making a celebratory official run for dignitaries and invited guests. "At 10 o'clock, two cars, which had been brought up from Utica for the purpose, were run to the corner of Main and Chestnut streets where a

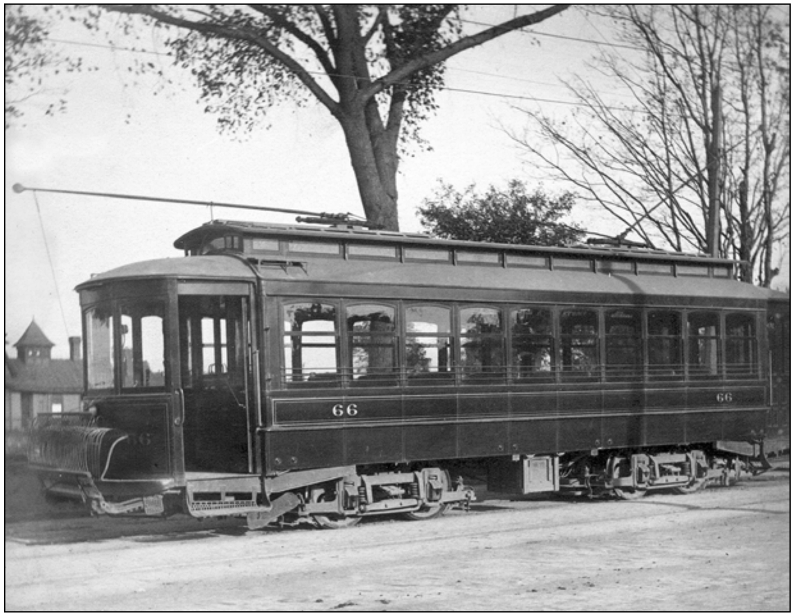




number of invited guests boarded them for the initial trip. At 10:20, the two cars came bowling through Main Street, propelled by electricity, the first, #80, in-charge of Conductor Orville E. Hinman and Motorman William Dodd and the second (possibly #84) in-charge of Conductor H. Fraser and Motorman Parkhurst, both cars collectively carrying at least 73 people in the seats and aisle. Loomis Allen was on hand to lead the group over the completed parts of the system for the first time. At the end of the tour of inspection the officers of the company directed the guests toward the Madison House where a luncheon was waiting for them. Upon completion of the official 2-car train's round trip along Main Street and Lenox Avenue, the company opened the line to the traveling public at large so that 1,372 paying customers rode the cars, earning the company $68.60, with six tickets selling for 25 cents; 5 cents being the single ticket fare," so said the Oneida Press.

Left- The weather was not ideal for the Oneida Railway's initiation of electric service on December 15, 1902, yet, invited guests and dignitaries – 2 cars worth – turned out for the event, as did a local photographer. The latter individual posed the men – no ladies are in evidence – at several different locations for official pictures that, fortunately, survive today in the James I. Barstow collection at the Onondaga Historical Association. (All following pictures from this collection will be credited simply as Barstow collection.) In both pictures, borrowed UBLSRR cars #80 and (presumably) 84 are surrounded by celebrants; arrows point to General Manager C. Loomis Allen in each view. In the upper picture, the cars are poised on the wye north of the WSRR for a return run to Madison Square with Main Street trackage passing across the foreground. At left center can be seen the westerly abutment for WSRR's bridge #384. Further along on Main Street (bottom) the two cars – with #80 noticeably leading, have again paused for an historic picture. Local residents appear at both left and right; they were mighty interested in what was happening, too. The following month, the ORCo's new Brill cars began to arrive and, after set up, were put into service.

The two leased U&MV single-truck cars, #80 and #84, did not have long to wait before the Oneida Railway's own equipment began arriving. First came the "Yellow Kid," a belated Christmas present that arrived on December 26, 1902. It was a hand-me-down electric snowplow from the U&MV that was painted yellow. Then, on January 6, 1903, the bodies of Brill-American manufactured cars #66, 68, and 70 were delivered via the West Shore. During the previous two weeks, electric motors, controllers, wiring, and gears for setting up the cars for operation had arrived in Oneida and were awaiting the cars within the reconfigured horse barn that had been remodeled to become the electric carbarn. Two days after the car bodies had been received, six Brill #27 trucks (2 for each car) were delivered so that the equipping of the cars by OR mechanics could begin. Number 70 was set up first and test run on January 11, 1903, with #66 being the next car to be outfitted and was tested on February 2. Three days later, cars #66 and 70 were put into service replacing borrowed car #80; #84 would later be taken out to the end of track at Clockville Road and man-handled onto the unconnected Wampsville line to await that line's initiation of service. Number 68 joined the other two cars in Main Street and Lenox Avenue service when it became operational at the end of February.

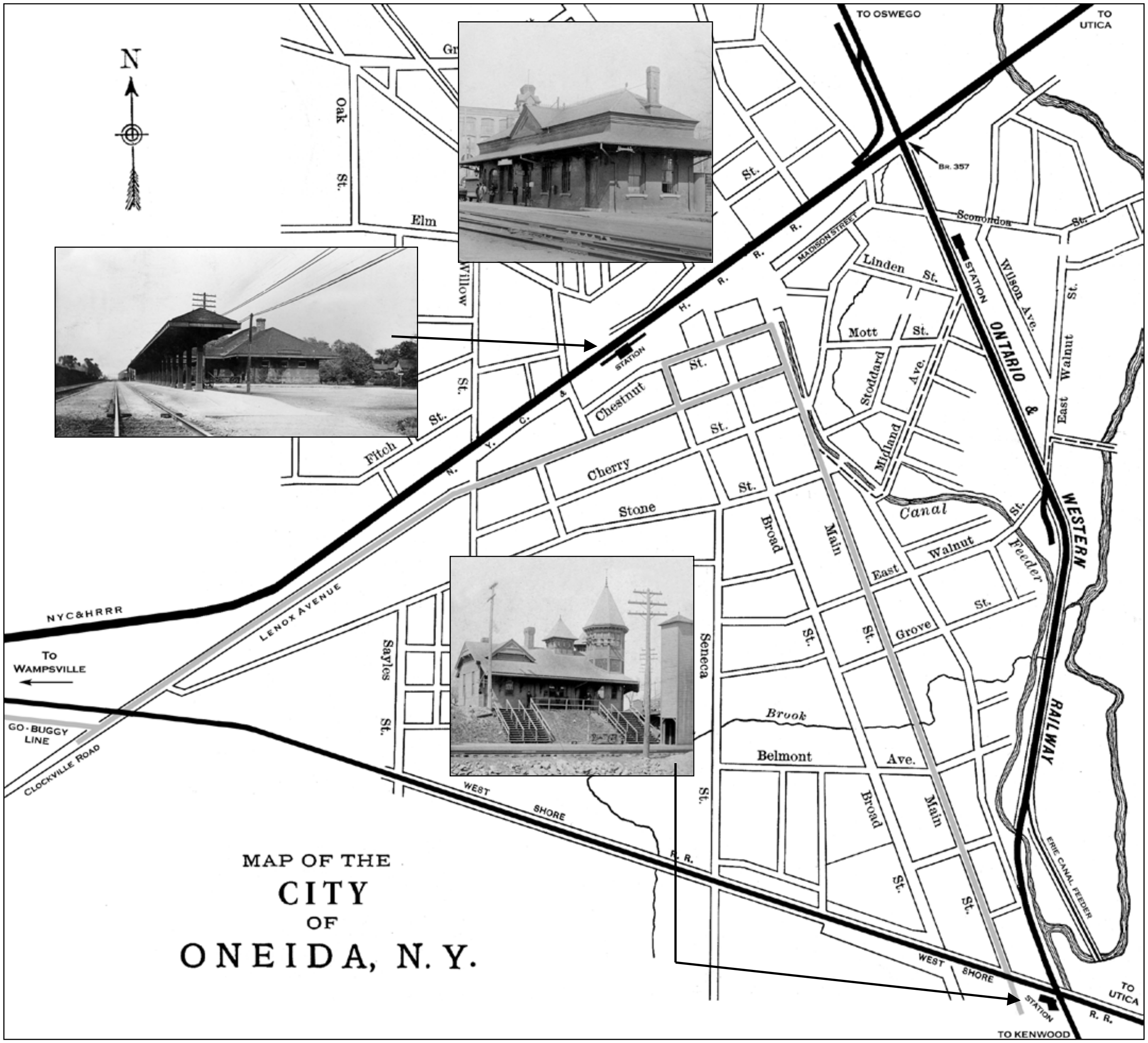


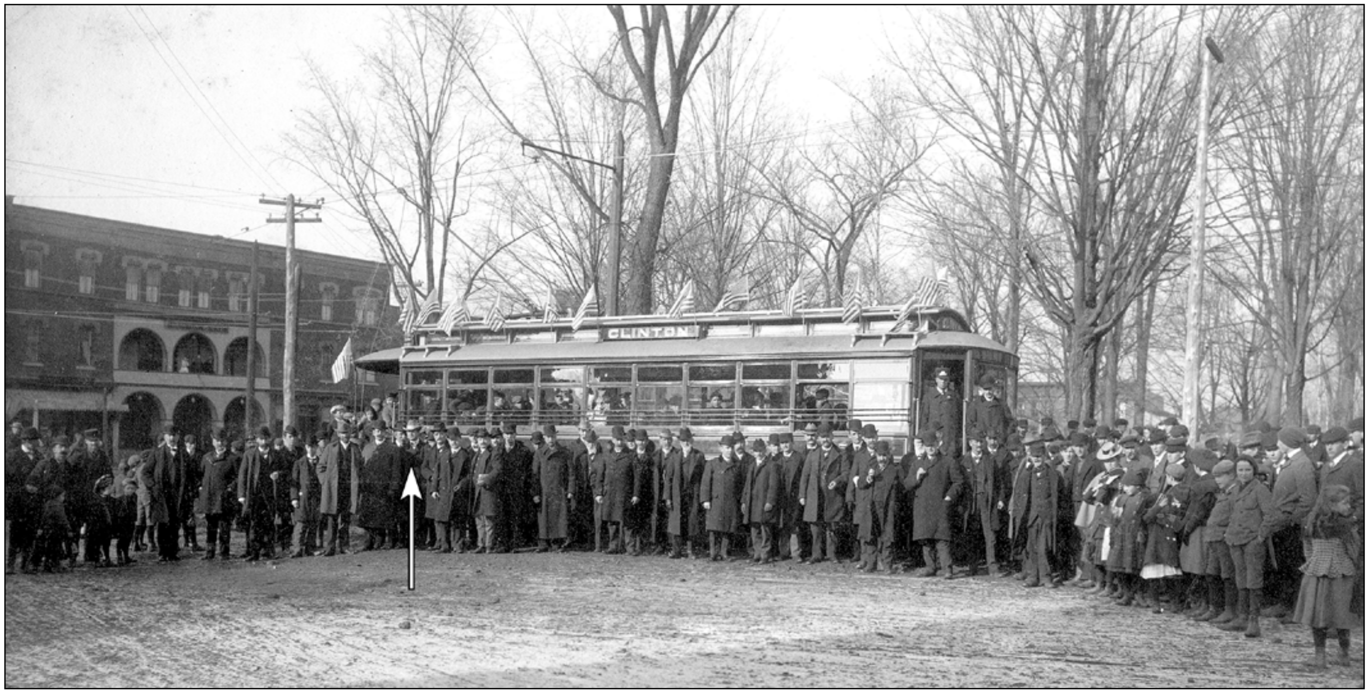
Now that the Main Street line was fully operational and the Lenox Avenue line still woefully short of its Wampsville destination, the Oneida Railway nevertheless had become a two-division operation: The City Division that incorporated the original trackage from the WSRR station to Madison Square, and the Syracuse Division that ran from Madison Square out Lenox Avenue to the still dormant Wampsville line. Naming of the latter division may seem to have been a bold title but it was the intention of the Andrews-Stanley syndicate to push the line further westward into the Town of Lenox and Canastota and then continue via a direct route to Syracuse. This was being prosecuted until January 9, 1903 when all work had to be suspended for the winter.

Left- One month after the OR had begun electric operation they received from American Car Company – a J.G. Brill Company subsidiary – the bodies for cars #66, 68, and 70. The ORCo's mechanical forces immediately began installing trucks and electrical apparatus, and #66 went into service on February 5, 1903. This car is shown on Main Street trackage across from the carbarn with the Castle depot in the left background. Collection of Shelden S. King.

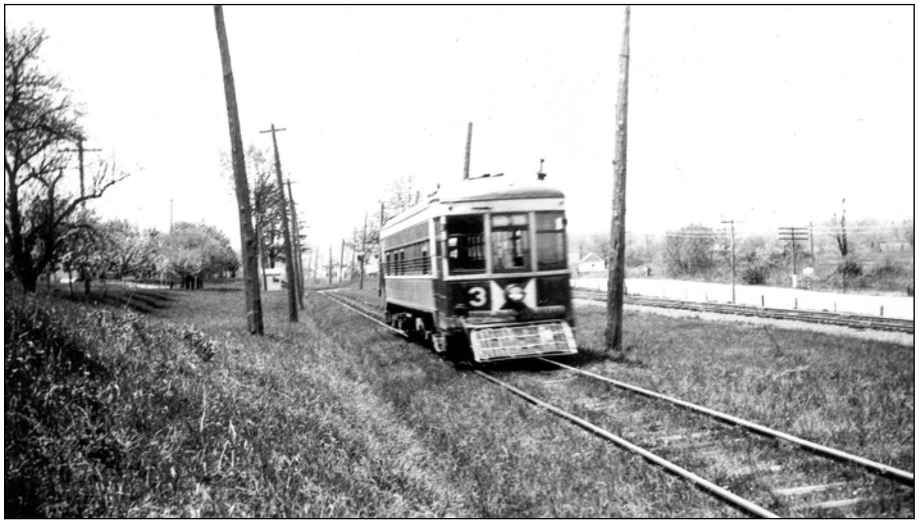
Besides desiring to push its line into Canastota and on into Chittenango and Manlius Centre, the syndicate had announced through Harry Clark on May 31, 1902, that they were seeking franchises from Oneida Castle, Vernon, Lairdsville, and (the town of) Kirkland so as to reach Utica via the U&MV's Clinton Line that had begun electric operation on December 12, 1901. This line had been a part of the earlier Utica, Clinton & Binghamton (trolley lines) and Utica Belt Line Railway Company that

Upon the Oneida Railway's settlement of differences with the NYC&HRRR regarding bridge W391during 1904, it was able to begin electric service to Wampsville without passengers needing to change cars at the bridge. At that time the ORCo served three stations: The new 1903 NYC&HRRR station (middle right), the Castle station (lower right), and the new wood frame Wampsville station, below. Electric cars never served the Central's previous Broad Street station (top right) as that structure had been wrecked on January 28, 1902; the new station opened January 18, 1903. The map at right shows the steam railroads (black lines) and the ORCo (gray lines) as of 1904. Right pictures- A. Bruce Tracy collection, below NARA collection.





had become controlled by Andrews and Stanley. If the syndicate was successful in extending the Oneida Railway to reach westward to Syracuse and eastward to Utica in this manner, then its line would virtually parallel that of the West Shore Railroad. Additionally, the OR was still desirous to reach Rome via Sylvan Beach and Greenway, which became more of a possibility when the Cleveland syndicate purchased the Rome City Street Railroad on May 11, 1903 and began its electric operation the following July 8. By the time the OR began electric operation, its requests for franchises through and into these municipalities had all been successfully gathered. But, difficulties surfaced that made it impossible for the OR to begin planned extensions.



NYC officials were quite alarmed when the U&MVRy opened electric service between Rome and Utica on June 21, 1902, and then Utica to Little Falls on April 23, 1903, all of this paralleling the Central's mainline steam railroad. Prior to these Central intrusions, the O&W had its hands full of electric railroading when the U&MV opened its line to Clinton on December 12, 1901, which had been served by steam railroads exclusively since 1868, although horses and a "dummy" preceded electric cars. The first electric car has arrived at Clinton's park (top), with the arrow pointing to VP & GM John J. Stanley. Clinton Historical Society collection. Right- Years later, a Clinton line car scoots past Merritt Place (near New Hartford) with the O&W's Utica Division track and the State Road lying hard by the trolley's path. Photograph by Robert Gurley.

The Oneida Railway – and the Andrews-Stanley syndicate – were stymied in their desire to expand because of: 1- The New York Central's objections to having the OR pass under its bridge W391, despite the State Railroad Commissioners approving the OR's request to do so on March 14, 1903. When construction work on the Wampsville-Canastota extension resumed on May 25, 1903, the NYC parked cars loaded with dirt atop the bridge and threatened to dump them onto Clockville Road should the OR attempt to undercut the bridge so that its cars from Lenox Avenue could gain the Wampsville line. Officially though, the Central maintained that they were concerned the lowering of the roadway would expose the bridge footings making the (then) single span unstable. 2- The O&W was still successfully blocking the OR's desire to have an overcrossing of its mainline at Castle, a stance that was bolstered by the State Railroad Commissioners who disapproved of the plan and the New York State Legislature's denial to provide any funding to construct the overpass. Until the OR could find some means to cross the O&W it could not proceed eastward to Sherrill, Vernon, Kirkland, and Utica. 3- Getting to Sylvan Beach and Rome, so that the OR could be connected there with its parent syndicate's other holdings, was still being held up the NYC not allowing an undercrossing of its mainline within the city of Oneida. Finally, 4- Even if the blockade at bridge W391 were resolved, Canastota proved to be a greedy adversary when it added new clauses to its franchise demanding the OR to pave the streets as well as installing new water and sewer lines. The OR flatly rejected this franchise ransom on May 26, 1903 and shortly thereafter permanently discontinued any work on the line west of Wampsville. In consideration of #1 through #4, the Oneida Railway seemed to be destined to remain within its traditional territory in Oneida. But, just when the Oneida Railway's darkest hour seemed to be at hand, a glimmer of light found its way onto the scene to brighten the line's future.

Although the official agreement would not be signed until September 24, 1903, the New York Central allowed the Oneida Railway to fasten to its bridge W391 power and ground wires in a similar fashion and identical stipulations to which it had allowed at its Main Street bridge W384. Whose signatures were placed upon this document? H. Fernstrom, New York Central chief engineer, and none other than Horace E. Andrews. Was this the beginning of a more amicable relationship between the mighty railroad and the powerful syndicate? You bet; and the relationship was reinforced during the following year.

With this wire connection made, electricity could be passed along from the end of the Lenox Avenue-Clockville Road overhead trolley system to that of the unconnected Wampsville trackage where workmen were putting the finishing touches on that line's trolley wire system. Joe French tells us in his notes that on June 22, 1903 his men were "erecting trolley at Wampsville," and all three of Oneida's newspapers advised their readers that electric trolley service to Wampsville began, with leased car #84, on July 1, 1903. Although wires connected the two lines, track still did not. Persons desiring to ride between Castle, Oneida, and Wampsville had to walk from one line to the other to change cars at the Clockville Road bridge, but at least they could ride the "Go-buggy," as Wampsville service came to be known, on the Syracuse Division. Now, with only a short walk, Oneidans could ride the complete 8.84 mile long route of its home town electric railway. Wampsville would have to wait until the middle of July before its station was completed so that it could firmly feel an important part of the OR's enlarged and modernized system. Loomis Allen had succeeded in his initiation test and ascended into the Andrews-Stanley syndicate hierarchy. These three men, Horace E. Andrews, John J. Stanley, and C. Loomis Allen, would soon be joined by a fourth man – a Vanderbilt. Then, a new syndicate would be formed.

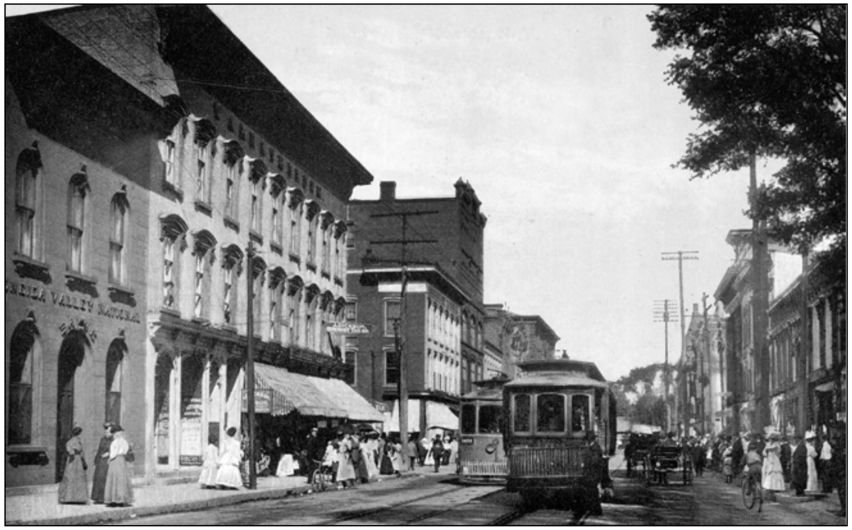
CHAP. 3

The Big Four

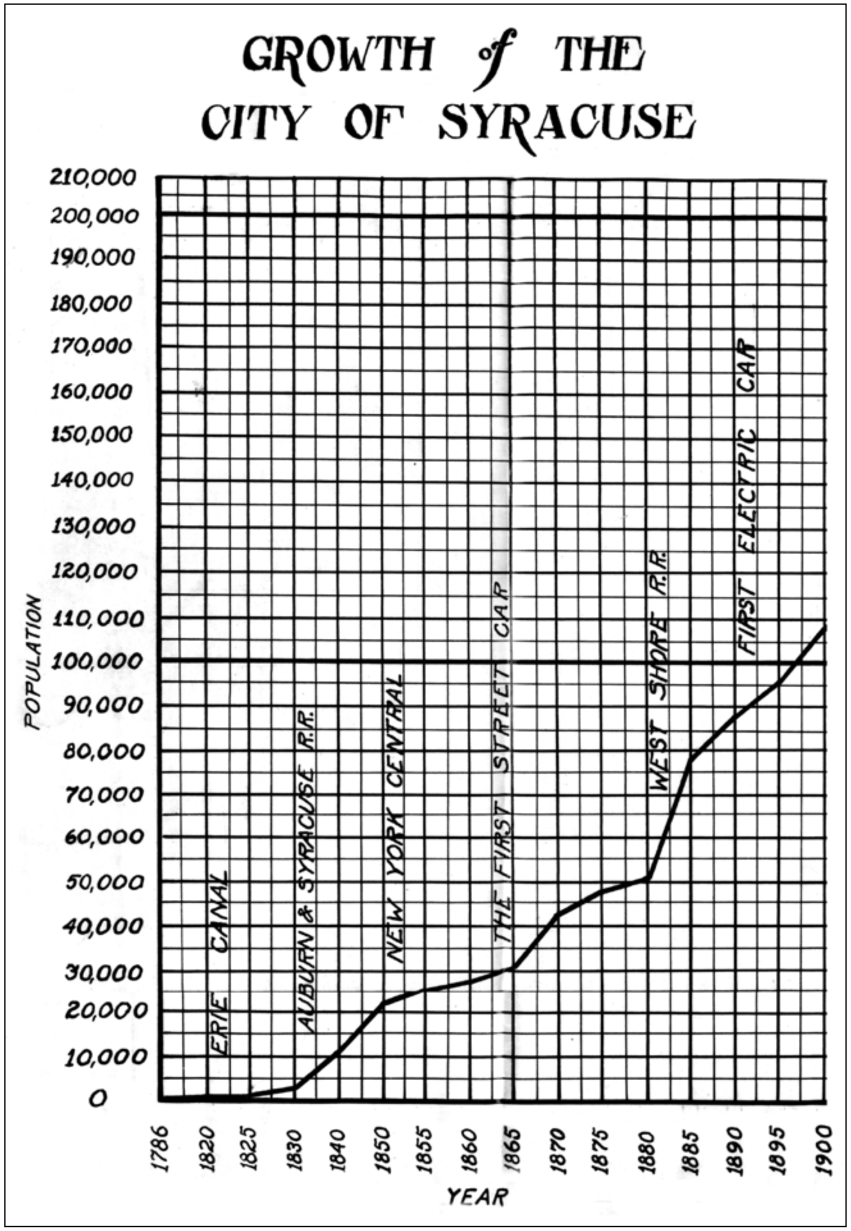
On April 8, 1904, winter's severity had become a thing of the past, spring was in the air, and the Oneida Railway's Wampsville line was reopened for service. Because it was not connected to the rest of the system, the Yellow Kid could not be used to push aside Old Man Winter's snow. As a result, the line remained out of service until this day. The Go-Buggy line was open!

Little things are big news in rural areas much like Oneida still was during this early Twentieth Century date, but this news – although reported in the Press, would not remain on the mind of central New Yorkers for very long. The Canastota & Morrisville Railroad would abandon its plan of building a trolley line between its namesake communities on March 11, 1904. That was big news for Oneidans; whenever Canastota failed Oneida cheered. It's still like that. An automobile was seen in Vernon for the first time; that was big news. When Samuel Andrews died on April 15 and his passing was noted in the Utica-Oneida-Syracuse area newspapers, that may not have been big news to many but it certainly was a loss for Horace, as well as his five siblings Charlotte, Lillian, Bertha-Belle, Mary, and John. All would share in Samuel's great wealth when Mary Cole Andrews, their mother, passed away. Samuel was interred at Cleveland's Lake View Cemetery; his business associate, John D. Rockefeller, would also be buried in Lake View thirty-three years later upon his death on May 23, 1937.

The death of his father came at a time when Horace Andrews was in the process of furthering his traction interests in central New York. For four years the exciting idea of electrifying the West Shore Railroad had been developing in his mind. Yet, he was continually successful in merging existing systems into the Utica & Mohawk Valley and Oneida railways that essentially duplicated the West Shore's route and purpose. The advantage of his U&MV system was that it served smaller communities making them more proximate with Utica, whereas the OR was still attempting to "break out" both east and west to connect Utica and Syracuse. Essentially, he must have lamented, the West Shore already connected Utica and Syracuse so that if – some day – he were able to develop an electrified West Shore he would not be saddled with the need for franchises and their undo demands. The West Shore, he knew, would solve the difficulties his OR was having, and with it his syndicate's success in arrival at Utica and Syracuse would be assured. The obstacle, of



Above- Oneida's Main Street business district is bustling with activity; pedestrians, shoppers, and tourists as well as two electric cars being run by the Oneida Railway Company. The near car is unidentified but heading away from the camera, while the partially blocked car is #70 with a Castle destination sign. The view looks north towards the New York Central's trackage.


GROWTH of THE CITY OF SYRACUSE
POPULATION
210,000
200,000
190,000
180,000
170,000
160,000
150,000
140,000
130,000
120,000
110,000
100,000
90,000
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0
ERIE CANAL
AUBURN & SYRACUSE R.R.
NEW YORK CENTRAL
THE FIRST STREET CAR
WEST SHORE R.R.
FIRST ELECTRIC CAR
1786
1820
1825
1830
1840
1850
1855
1860
1865
1870
1875
1880
1885
1890
1895
1900
YEAR

Facing page- Despite the presence of steam and electric railroading being located within the streets of Syracuse, it was the abundance of these types of transportation that allowed the city's population (chart at far left) to increase as newer systems and technology developed. City residents amounted to fewer than 10,000 when the Erie Canal opened in 1825, but by the end of the century population had soared to near 110,000. Steam railroads made the city more proximate to other central New York cities, and electric railroads provided a means for residents to travel about the city efficiently, which – in turn – allowed Syracuse to expand. This phenomenon was similarly occurring at Utica, and did not forsake Oneida, either. (Courtesy of Frank Kobliski, Syracuse Centro.) Upper right- NYC's Empire State Express proceeds eastward along its Washington Street thoroughfare shortly after departing its Syracuse station. (Collection of Richard Palmer.) Lower right- The Syracuse intersection of South Warren and East Genesee streets at Hanover Square appears to be temporarily closed while SRT installs new junction trackage for its inner city trolley lines. South Warren Street runs lower right to left; East Genesee Street lower left to right. (Collection of the Central New York Chapter of the National Railway Historical Society, here after credited CNY Chapter.)

course, was the New York Central, a powerful entity and financially well off transportation Goliath that seemed always able to squelch the desire of uninvited competitors to develop within its region.

Casting thoughts of the Central aside, Andrews reasoned that if he were able to gain control of the Syracuse Rapid Transit Railway (SRT) this would greatly increase the probability of success in the venture of connecting that system with his Utica based U&MV via the Oneida Railway. Additionally, by a conquest of the SRT, his traction lines would cause even more annoyance to the Central officials that may make his negotiations with the railroad – that had been undertaken sporadically throughout his four year dream – finally bare fruit. This was on his mind when he made arrangements to meet with officials of the Syracuse Rapid Transit on July 8, 1904.

Actually, this was not Andrews first interaction with SRT officers. He had met with them not long after the January 1904 death of L. K. McClymonds who was a wealthy industrialist that held the SRT's majority stock and whose business and estate were located in Cleveland and Massillon, Ohio. McClymonds, along with his brother J. W. – both of whom were members of SRT's board of directors as were Cleveland-based bankers H. R. Newcomb and H. D. Coffin, had purchased the SRT stock from W. R. Kimball and Charles R. Flint about the same time that Andrews and Stanley began to think of the West Shore Railroad as being ripe for conversion to an electric interurban line. Upon their first discussion that centered on acquiring McClymonds' stock, Andrews was provided with a six month option in which to acquire the funds needed to gain control of the SRT. Although Andrews was well connected and was far from poor, he had difficulty putting together a syndicate to pursue the McClymonds stock; the price being demanded – reported to be one million dollars – making a trade nearly impossible not only for Andrews but for others as well. (At this juncture, it may be important to understand that a syndicate was generally not a fixed body of financiers, rather it was a varying group of men who desired to finance a particular venture. While the term "Andrews' syndicate" seems to imply a fixed body that was not the case. But, when Andrews was able to gather men so that an acquisition could be accomplished, that group was always referred as being the Andrews syndicate.)

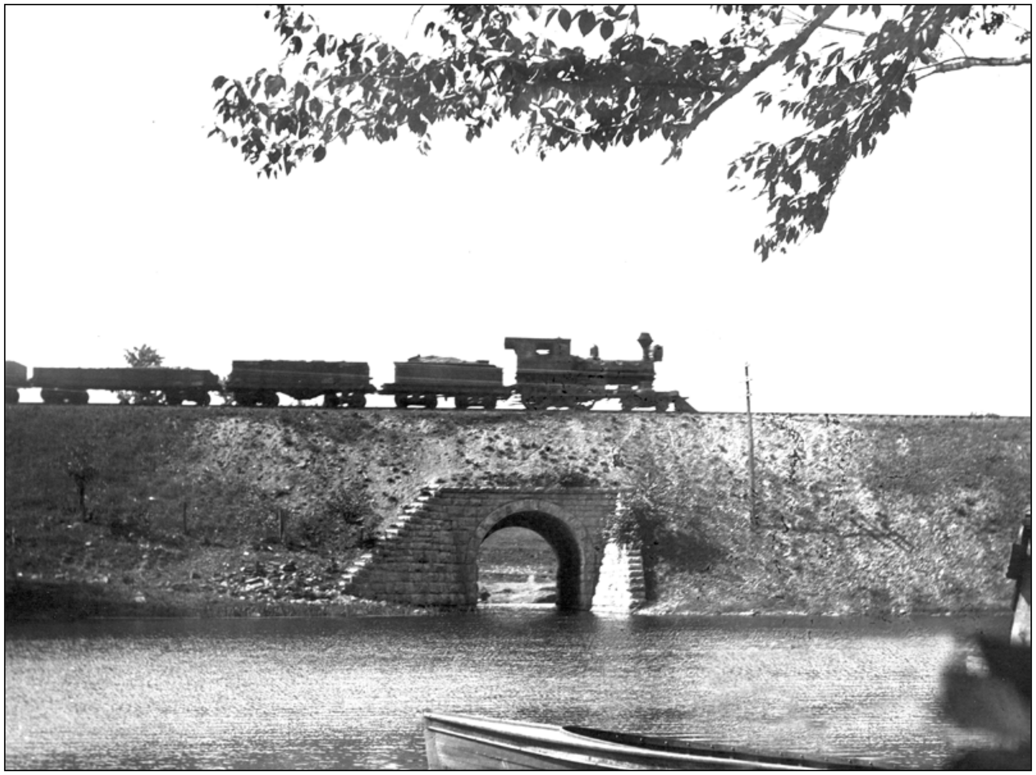
At the time of his July 8 visit to Syracuse, Andrews six month option was about to expire. Because he had not been able to garner a sufficient syndicate, his purpose this day was to seek an extension to his option. But, J. W. McClymonds seemed predisposed to cast Andrews aside and sell the family's stock to either the Syracuse Lighting Company or the Seligman-Dunfee syndicate via their agent Edward G. Connette who was the general manager of the SRT. It was only due to Cleveland bankers Newcomb and Coffin intervening on Andrews' behalf that McClymonds allowed an extension to be given to Andrews. Clevelanders took care of Clevelanders.

Knowing that he was tethered to an SRT deal by a short leash, Andrews – along with his long time partner, Stanley and chief lieutenant Loomis Allen – decided to make a bold and somewhat unpredictable move. Realizing that the West Shore Railroad was the ideal means of implementing a cross state traction system, Andrews immediately went to New York City to propose his plan to officials of the New York Central! Although he was somewhat familiar with NYC men because of ongoing discussions regarding the WSRR, he still nonetheless felt like he was walking into a lion's den. The NYC, after all, was not unaware of the competition that the Andrews-Stanley syndicate – among others, was placing upon them and their ability to produce satisfactory passenger revenue. The railroad already had to cut back on the number of local trains and adjust the scheduling of its premier trains in order to be able to continue to attract sufficient riders within the central New York region. The NYC knew that at some point it would have to mount a campaign to either crush or acquire all of the suburban traction lines that were developing all along its Albany-Buffalo corridor. So, when Andrews came calling the day after his option extension was granted by the SRT, the Central men didn't exactly welcome him with open arms, but they weren't demanding or over powering either. Both sides knew that at some juncture a satisfactory agreement would have to be reached with the other, yet neither side wished to be perceived cocky or cavalier – at least while in the company of the other.

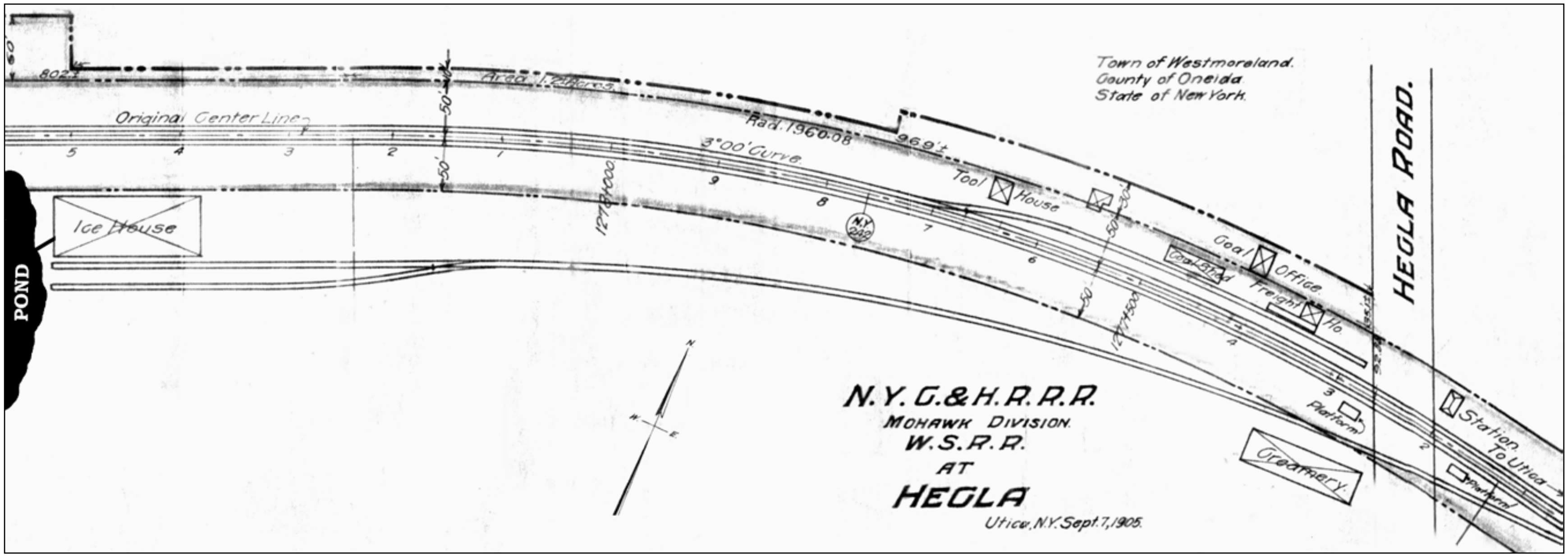
The meeting between the New York Central and Andrews-Stanley syndicate continued through the week. Andrews laid out his plans and ideas before the Central men, beginning with the SRT: 1- The line was of strategic value for planning a traction line across the state, 2- that in concert with his U&MV and OR properties an electrified West Shore line would serve the largest population centers in central New York, 3- that the West Shore corridor is attractive to not only electric passenger transportation but was also a favorable route for electric freight service, and 4- that in order to secure a deal with them he would surrender his Utica and Oneida based properties for a mutually agreeable fee and a position as an official of the railroad, with Stanley and Allen retaining their positions on the U&MV and ORCo.

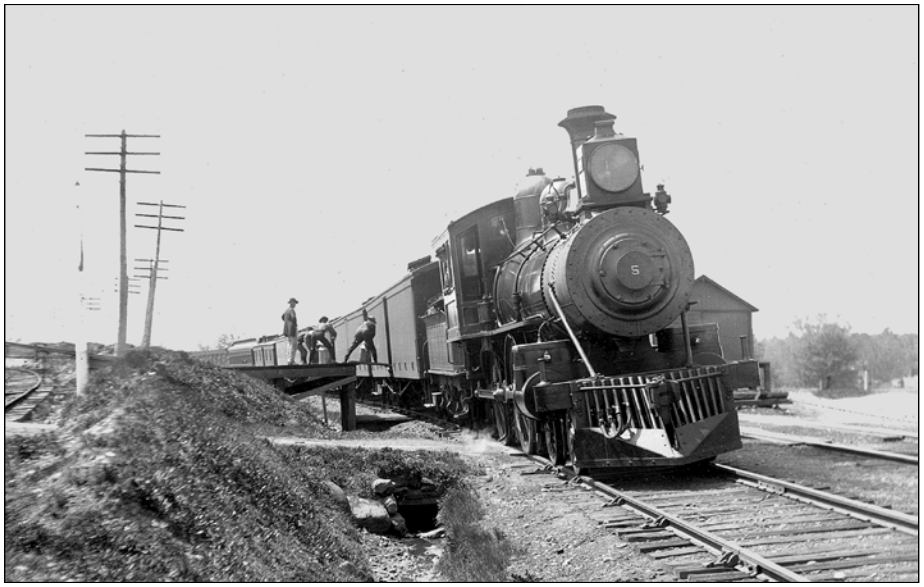
During that same week, Horace made several visits to New York City trust companies periodically so that by Saturday, July 16, 1904 he was prepared to meet with New York Central President William H. Newman. Also during that week, the NYC continually assessed its position on entering the electric traction arena. They realized: 1- that any agreement with the Andrews syndicate would cause the launching of the railroad's foray into electric traction and would make possible the creation of a trans-state traction line, 2- that a NYC-Andrews syndicate combination would be mutually profitable to both parties and that the traction line would be of public value, 3- that here was a plan for which the West Shore in central New York would have a beneficial purpose, and 4- that the intention of Clifford D. Beebe's syndicate to build the Rochester, Syracuse & Eastern Railway between Rochester and Syracuse in direct competition with the NYC mainline may be forestalled and possibly even abandoned. The Central's position may be best summed up by a statement to the New York Times by Chief Engineer William J. Wilgus: "We are considering the subject of electrical installation for our roads, and recent improvements in electric locomotives (and technology) is of such a convincing nature that we feel compelled to see in what manner it can be applied to our properties." While this may not be a definitive embrace of electric railroading we have to remember that during this same period the NYC was implementing a plan for the erection of a new Grand Central Terminal in New York City, and that a great part of that plan called for also converting portions of the railroad's steam operated Hudson and Harlem divisions to electric motive power. This conversion to an electric zone was mandated by the City of New York so as to rid the Terminal and its approaching Park Avenue tunnel from steam locomotive operations by 1908.

At the end of the July 16th Newman-Andrews meeting, newspapers across the state were able to advise the public that the "New York Central & Hudson River Railroad and the Andrews syndicate have agreed to create the largest, and by far the most important, combination of steam and traction interests ever made." In Syracuse, the Herald shouted in bold faced type "NEW YORK CENTRAL GAINS CONTROL OF THE RAPID TRANSIT," and the Journal did similarly with "RAPID TRANSIT RAILROAD CONTROLLED BY VANDERBILTS." Secondary headlines further advised that the deal struck July 16 makes the New York Central "Master of the Electric Traction Situation," that "Its intention is to electrify the Utica to Syracuse portion of the West Shore by the summer of 1905," that "The West Shore is to be leased to a great new corporation," and that the "new agreement provides the New York Central with control of electric traction from Albany to Fonda via Schenectady, and from Little Falls to Syracuse via Utica, Rome, and Oneida." The details of the deal between the railroad and the syndicate were somewhat hard to come by at the outset of the agreement because of all the persons involved being tight lipped about their work. Substantiating this was a New York Times reporter that wrote: "Mr. Andrews is a tall, broad shouldered, ruddy man, very quiet and modest, but giving one the impression of great reserve power. Mr. Stanley is a smaller man, but has many qualities in common with his long time business associate. Both men are pleasant and easy conversationalists, but know well how to keep their own counsel when it is necessary." Allen was reported to be non-committal but "smiling broadly."

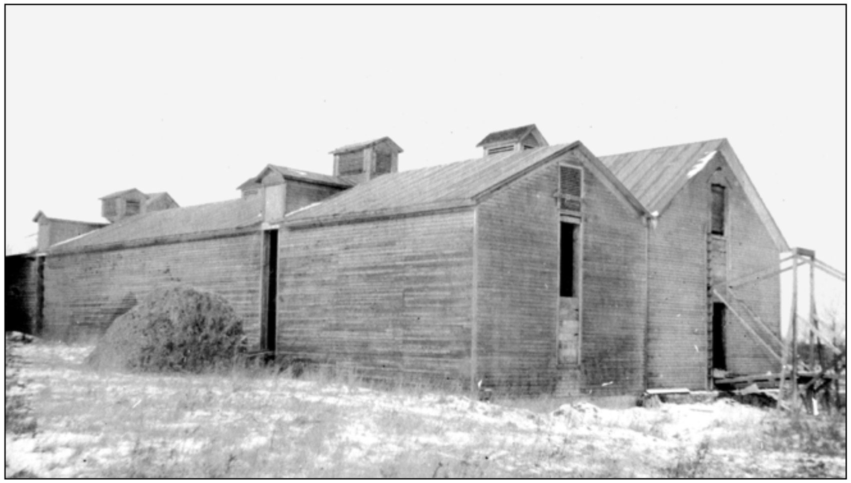


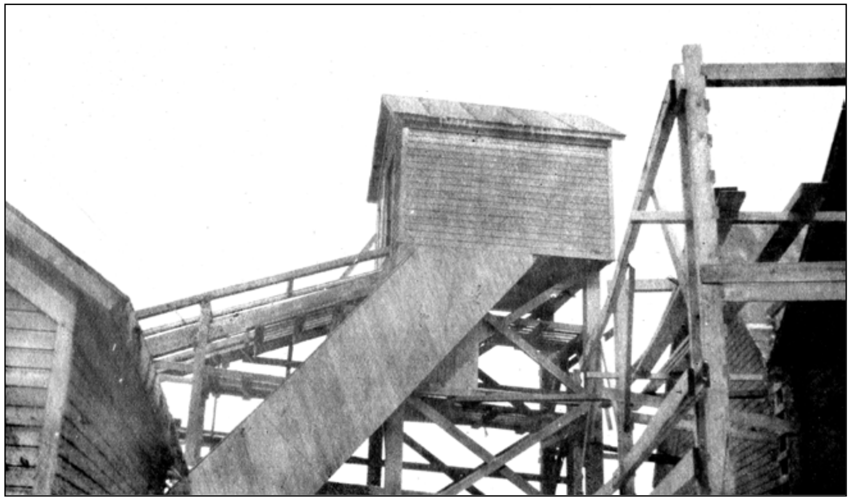
Above- In a pre-20th Century scene, a WSRR 4-4-0 leads an eastbound train across the railroad's man-made embankment at Hecla Pond. Bridge W362A provides the pond's water an outlet to flow north where – just beyond the earthen barrier – once stood the Hecla Iron Works. Out of view at right was the location for the NYC's Hecla Pond ice harvesting facility. This may be the earliest WSRR photograph in this book. The July 1904 alliance between NYC President Newman and U&MV-ORCo President Andrews was the event that marked the beginning for the electric conversion of the West Shore's steam railroad. Had the Central finally found a good use for the West Shore? Collection of the Utica & Mohawk Valley Chapter of the National Railway Historical Society, here after credited U&MV Chapter.

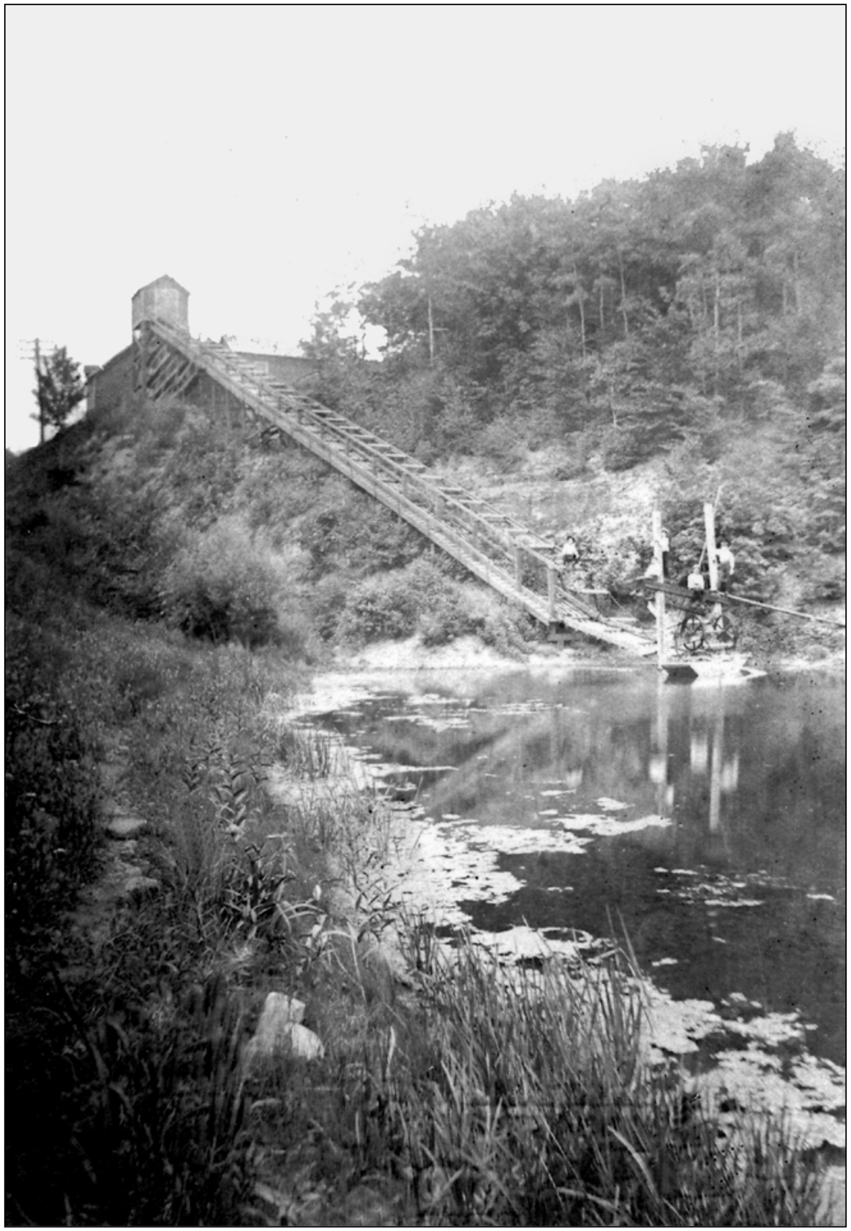




The map above shows that the siding for the Hecla Pond icehouse diverged off of the WSRR's eastbound main track just east of Hecla depot, and then proceeded westward to the icehouse situated on a bluff above Hecla Pond. The station grounds at Hecla featured everything a rural waystop could desire; depot, freight house, milk platform, creamery, tool house, coal shed, and – of course – the large icehouse. U&MV Chapter collection. At left, West Shore eastbound milk train #1088 has stopped at the Hecla milk platform shown above to load several cans of milk; the icehouse siding is at extreme left, the freight house partially blocked by engine #5. Regardless of the eventual electric conversion of this section of the railroad, the West Shore ran milk trains to serve many rural platforms identical to this one at Hecla. This picture pre-dates the electrification, hence a coach trails #1088's consist. Such would not be the case after June 15, 1907. Photograph by Virgil Lewis. Both map and picture date from the same period – 1905.





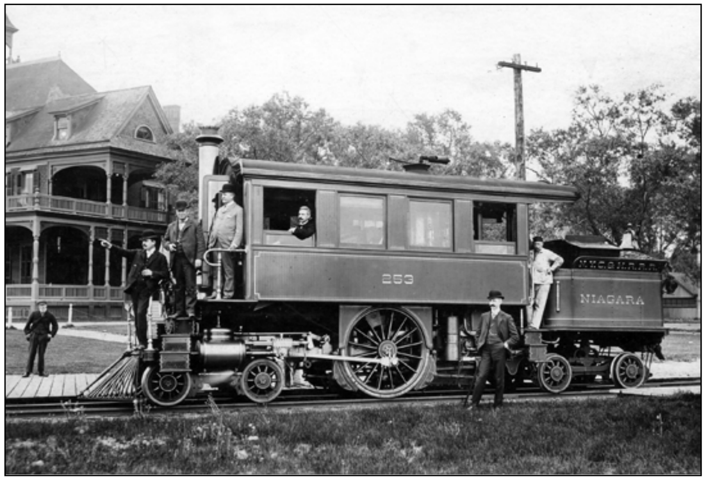


The Hecla icehouse (top) stored ice harvested from the pond to its immediate west. Ice cakes were delivered to the icehouse via a lengthy elevator that descended to the pond (right); its lifting machinery was housed in the shack at its top and shown to better advantage above. NARA collection.

Only scant additional information had leaked out regarding the deal made on Saturday so that Monday newspapers could begin revealing basic details of the New York Central-Andrews syndicate alliance and their plans. Foremost among the details was that the NYC had acquired a 51% controlling interest in the Utica & Mohawk Valley Railway, Oneida Railway Company, and Syracuse Rapid Transit Railway. Holding the remaining 49% was the Cleveland syndicate that was made up of Horace Andrews, John Stanley, Paul T. Brady representing the Westinghouse Electric & Manufacturing Company, Robert E. Drake – the general counsel for the U&MV, and undisclosed partners connected with New York City's financial district. Of these men, Brady and Drake were also directors of the Niagara, Lockport & Ontario Power Company that was envisioned to play an initial role in generating electricity for the Central's new traction system. Additionally, NYC vice-presidents Edward Van Wyck Rossiter and John Carstensen were installed on the board of directors for the U&MV, OR, and SRT. Andrews – who was already president of the U&MV and OR – would replace William P. Gannon as president of the SRT with Edward G. Connette surviving, despite his connection to the Seligman-Dunfee syndicate, remaining as general manager. Connette, at the time, was president of the Street Railway Association of the State of New York, which may have helped to save his position at SRT. He may also have been retained because he was considered to be a knowledgeable, friendly, and well liked official of the city's lines and was best suited to provide a stabling force for the city's concerns over how the SRT would be run under the new management. Nevertheless, on October 1, 1905, Connette resigned from the SRT to accept a similar position with the Worcester (Mass.) Consolidated Street Railroad Company. He was then replaced at both the SRT and the Street Railway Association by Loomis Allen.

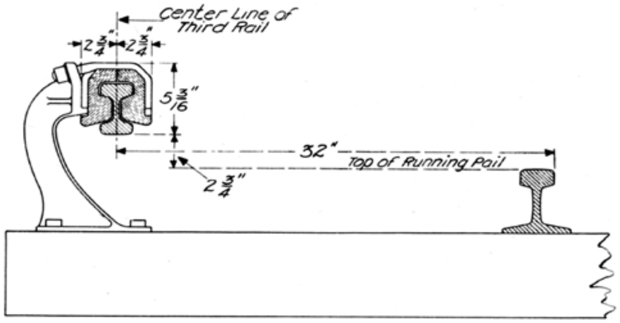
The limited amount of details about the railroad-syndicate agreement left newspaper editors between New York City and Syracuse unsatisfied and despite their persistent inquiring little more was learned. When asked about the agreement, NYC General Manager Alfred H. Smith responded; "I don't buy railroads, I run them after they are acquired." Such comments only served to further frustrate the newspapermen. But, in central New York, Beebe syndicate men were freely willing to state how the NYC-Andrews deal might affect them. "The New York Central purchase of the Syracuse Rapid Transit will not affect the Rochester, Syracuse & Eastern. We realized that the New York Central would eventually enter the electric traction fray and am surprised it has not happened sooner. Even though they (the NYC) now control the Syracuse Rapid Transit I still expect the city to provide us with a franchise for the Rochester, Syracuse & Eastern to use their streets," offered syndicate head Clifford D. Beebe. RS&E attorney Charles A. Lux was of the opinion that, "The idea of converting the West Shore into an electric road is ridiculous, and the talk of using Niagara Falls power is merely hot air." Statements regarding these subjects, he continued, "Are made only for the purpose of deceiving the public." Of the two men's statements, Beebe would be proved correct in saying the RS&E would get its franchise, although it would be via his gaining control of the Syracuse, Lakeside & Baldwinsville Railway, and Lux would be the one that was full of hot air.

Tight-lipped New York Central officials had allowed it to become known that it was their intention to electrify the West Shore Railroad from Albany to Rochester. The first section to be so equipped was to be from Utica to Syracuse, and its conversion from a steam railroad to a traction line would benefit from the railroad's planning to do similarly to its New York City terminal. The Utica-Syracuse section would turn the tables, however, by being completed first so that the lessons learned in its conversion could be applied to the Central's down state Electric Zone. The following month after the NYC-Andrews-Stanley syndicate agreement had been penned, NYC officials headed by General Manager A. H. Smith and Western and Mohawk division superintendents F. W. Everett and W. J. Fripp, and with Andrews, Stanley, Allen, and Connette in tow, inspected the West Shore Railroad from Albany to Buffalo aboard the inspection engine Niagara. Whether this was considered a celebratory tour for the new alliance, or a victory march for the New York Central, remains unclear, but it served the purpose to announce to central New York that a railroading change was in the wind.



Above- New York Central's inspection engine "Niagara," a 4-2-0 numbered 253, was used by officials during August 1904 to tour the West Shore Railroad from Albany to Buffalo. It is uncertain whether this picture was taken during that tour, but it is a certainty that the gentleman pointing from the engine's pilot is C. Loomis Allen. Collection of A. Bruce Tracy.

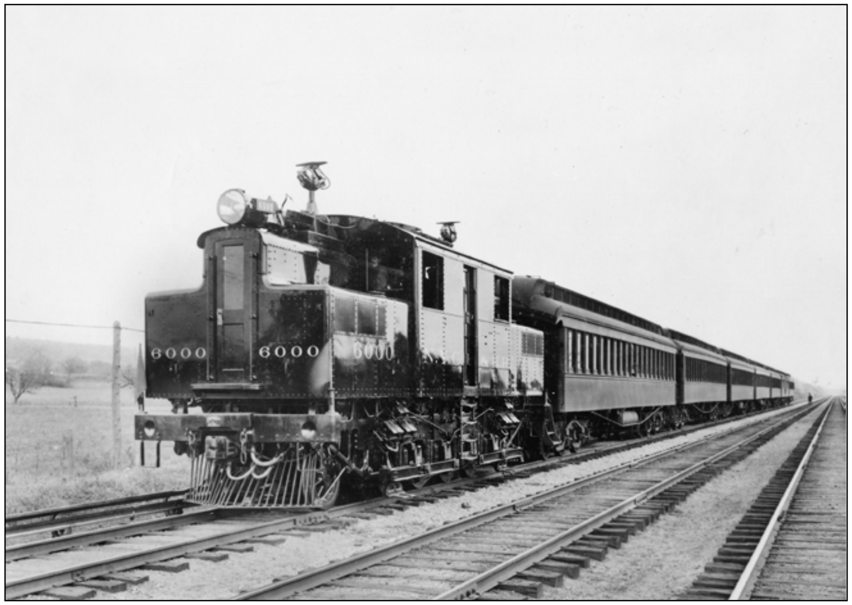
The Central's Electric Traction Committee, of which William J. Wilgus, Frank J. Sprague, and the railroad's Electrical Engineer Edwin B. Katte were members, had studied the best means to employ electric power to provide propulsion for the many trains entering and departing from Grand Central Terminal. This committee had studied the virtues of both alternating and direct current, and overhead trolley or third rail power collection systems and settled upon employing direct current at approximately 600-650 volts and collecting it with an underrunning third rail. In order to come to this decision, the committee members had observed alternating current testing undertaken by the General Electric Company on the Schenectady Railway Company's Ballston Line (the NYC and Delaware & Hudson Company shared ownership of Schenectady's electric lines beginning January 13, 1905) as well as at Columbus, Ohio to inspect the operation of the Scioto Valley Traction Company's third rail operation and its means of generating power. At the same time, they advised the railroad to contract for the building of a new electric locomotive by American Locomotive Company at Schenectady, had the railroad install a third rail test track along one of its mainline tracks at Hoffmans, New York, and visited NYC&HRRR freight yards in the Bronx, Albany, and Syracuse to measure freight cars so as to accurately place either an overhead trolley or trackside third rail. **(The determined measure for the third rail placement is shown below.)** Much consultation with the General Electric and Westinghouse companies, as well as substantial arithmetic computations were – we must assume – also undertaken and studied.



THIRD RAIL BRACKET SHOWING POSITION RELATIVE TO RUNNING RAIL

When the new ALCo-General Electric locomotive, #6000, was being put through its paces at the Hoffman's test track during November 1904, Andrews, Stanley, Throop, and Connette were present to see for themselves what a 2,200 horsepower (550hp for each of its gearless bi-polar motors) electric locomotive could do. It was able to easily propel a 600-ton passenger train at 50 miles-per-hour, and on one occasion during its 50,000 miles of testing it raced the Central's Fast Mail and pulled away from the steam powered train by doing 70mph! New York Central officials all agreed that the days of the steam engine's dominance were numbered. While the Andrews group did not envision employing such a locomotive on the electrified West Shore, they were most interested in seeing how well #6000 performed while drawing its electric power from the third rail. On this test track, the ability of the third rail to deliver power from the top and bottom was also analyzed, as were different applications of covers to protect the rail while using the overrunning or underrunning type of power collection by #6000. It was decided by these tests, if not already by Chief Engineer Wilgus, that the underrunning type third rail with covers on the top of the rail was superior to overrunning pickup such as was being used by the New York City subway system. Thus, the New York City Electric Zone would be equipped with the underrunning third rail.

Andrews-Stanley syndicate men were also on hand for some of the other testing work performed by the NYC. Loomis Allen was part of a committee that evaluated the alternating current testing on the Ballston Line, and he was also active – along with Henry Throop and Joe French – while measuring freight cars was undertaken at Albany and Syracuse. Throop tells us in his notes that "we spent many hours to accurately measure for the precise location of the third rail and to design a bracket to support the rail in its proper place." Foreign (non-NYC) cars fell under particular scrutiny, and it was found that all cars except some truss rod equipped coal cars could clear the third rail and its supporting brackets when optimally placed. Allen was also present on the inspection trip to the Scioto Valley Traction Company.



Above- American Locomotive Company-General Electric prototype electric engine #6000, which had been designed by GE's Asa Batchelder, stands along the Central's test track near Hoffmans, N.Y. with a 7-car train. It appears that its four 550hp motors are drawing current from the overrunning third rail shown at lower left.

Although it appeared that the NYC had settled upon using the underrunning third rail for electrifying its New York City region trackage, considerations were still being made for using an overhead trolley line for its conversion of the West Shore. The reason for this was simple; the U&MV, OR, and SRT were already employing the overhead type of electric delivery system as devised by Frank Sprague, so for expansion and interchange continuity it was thought wise to use the same system on the

West Shore. The costs of both type systems, however, had been studied and found that the overhead system was more costly to install as well as being less readily adaptable for expansion beyond initial installation. By installing a lesser expensive third rail system it was ascertained that through initial cost saving and its lower cost of operation the total saving over a five year period would pay for changing the system to the overhead type at that time, should that be desired. The opinions of Chief Engineer Wilgus and Electrical Engineer Katte, of course, would carry great weight, as was the consideration for purchasing larger qualities of materials for a lower cost should both the Electric Zone and West Shore be converted similarly.

Regardless of the delivery type decided upon, electricity would be needed to power the system, to this everyone agreed, including New York Central's hierarchy. Therefore, it came as no surprise – other than being the first large acquisition of its kind – when the railroad purchased the entire electric output of the Ontario Power Company of Niagara Falls on September 20, 1904, and by the middle of November all but 35% of the stock of the Niagara, Lockport & Ontario Power Company would be owned by the NYC. If onlookers had not yet been convinced of the Central's sincerity in developing a traction system they now knew that it had gone all in. Two weeks later, William K. Vanderbilt went to Buffalo – accompanied by John D. Rockefeller – to put his personal stamp of approval for the power company sale to the New York Central Trolley Company, which was obviously a new subsidiary of the railroad. (W. K. Vanderbilt, son of William H. Vanderbilt, was at this time Chairman of the NYC&HRRR's board of directors.) The power generated by Niagara's great Falls was to be used for the NYC traction lines west of Utica, while to Utica's east electricity was to be provided by the Hudson River Electric Power Company. The point of separation between the two power companies would later be changed to Syracuse. The Hudson River Electric Power Company would acquire the Madison County Gas & Electric Company – the ORCo's electric provider – on October 6, 1906.

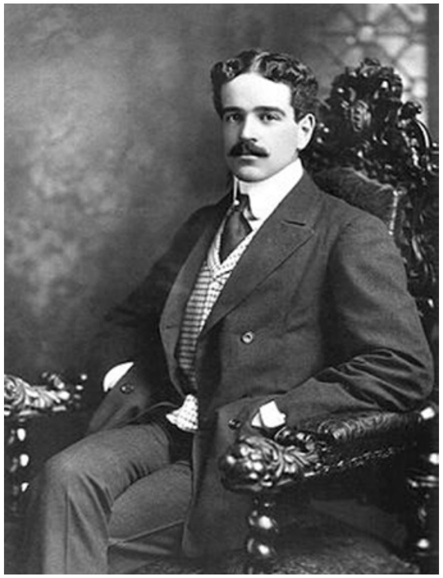
During the first year following the alliance of the NYC and Andrews-Stanley syndicate, two things took place that was thought at that time to have an influence on electrifying the West Shore between Utica and Syracuse, while one other agreement was made that could not be misconstrued as anything other than being beneficial for the Utica-Syracuse corridor and the Oneida Railway Company. It would be wise to acknowledge that during this early period of the Central's participation in developing its upstate New York electric lines that it allowed the Utica & Mohawk Valley, Oneida Railway, and Syracuse Rapid Transit systems to remain totally autonomous. All three systems "have been run by the so-called Andrews syndicate that is directly affiliated with the New York Central." (Rochester Democrat & Chronicle, June 12, 1905.) With self-governing still the order of the day, Andrews, Stanley, and Allen continued to develop the efficiency of their joint holdings, especially the U&MV. They had begun the process of initiating the installation of a second track east of Utica, the construction for which was considered to be ill-conceived by the adjoining villages of Ilion and Mohawk. Community leaders did not desire for the railway to have a larger presence in their streets, a circumstance that would bring about an increased number of trolley's being run, which was exactly what Andrews et al wanted. Such a degree of animosity developed between the villages and the railway that the U&MV decided in favor of leaving one "local" track within Ilion and Mohawk, but adding a new "express" cutoff that would connect to the West Shore Railroad so as to bypass these two communities; the end points of which were to be Frankfort Junction (just west of Ilion) and Mohawk Junction (just east of Mohawk). Foremost in being able to implement their plan was the NYC allowing the U&MV access to its West Shore trackage and also permitting the five mile long segment of the West Shore Railroad to be electrified utilizing the overhead trolley line system.

Above- An eastbound U&MV car approaches Mohawk Junction where it will regain the WSRR mainline (foreground) to continue on to Little Falls. The 5-mile Frankfort Jct. to Mohawk Jct. Cut-off went into operation on December 15, 1905 and would be abandoned eight years later.

When an announcement was made on November 16, 1904 that this electrified West Shore Cut-off – as it came to be known – was to be built and put into service, it was widely thought to acknowledge that a decision had been made to equip the Utica to Syracuse section with overhead wire, too; not an unwise assumption at that time. What turned out to be the case, however, was this first West Shore electrification, which went into regular operation on December 15, 1905 and was abandoned eight years later, was more a test – or proving ground – for this type of electric delivery system. Its construction and operation was used to verify the earlier cost analysis and used to compare with the costs of operation of the early sections of third rail territory in the New York City area. Although employment of the overhead system was an ideal application for the 5-mile Cut-off, which connected two pre-existing lines using the identical system, cost considerations would eventually sway the NYC to employ third rail on the Utica-Syracuse 44-mile section as urged by Wilgus. Ironically, the U&MV abandoned the overhead system Cut-off the same year (1913) that the New York Central's Grand Central Terminal and Electric Zone modernizations were declared complete.

One month after it was first announced that the West Shore Railroad would be used for the U&MV Cut-off, the NYC leased to the Oneida Railway Company the West Shore Railroad from Genesee Street in (South) Utica to Eastwood (an eastern neighborhood in Syracuse) and assigned the Oneida Railway to use its Oneida Construction Company to equip this section for electric operation. At both ends, the West Shore would be connected to existing U&MV and SRT lines, both of the systems being operated under an overhead trolley line. Thus, the assumption continued for employment of the overhead system on the Utica-Syracuse section of the West Shore. This December 3, 1904 agreement was the culmination of the desire by the Andrews-Stanley syndicate to utilize the West Shore for electrification across the central region of New York State. It also served to solidify the relationship between the railroad and syndicate. It did something else, too. It allowed the Oneida Railway to locate two tracks beneath West Shore bridge W391 so that the railway's Oneida city line would finally be connected to its isolated Wampsville stub. No longer would riders have to transfer cars at Lenox Avenue/Clockville Road, and no longer would the Wampsville line have to be embargoed during winter's wrath as the Yellow Kid could now clear its path.

Although autonomy was welcomed at the U&MV, OR, and SRT offices, in distant New York City, Central officials grew continually uncomfortable by not having their thumb involved in every facet of their upstate affiliates. It was William K. Vanderbilt, grandson of the Commodore, who decided one of their own needed to be put in charge of the railroad's electric properties, someone who would keep in mind what was best for the New York Central & Hudson River Railroad that his grandfather had merged into such a formidable company, someone who would not shy away from letting the affiliates know that the NYC was boss. The person best suited for this position, William K. Vanderbilt thought, was William Kissam Vanderbilt II, Willy for short, his son.

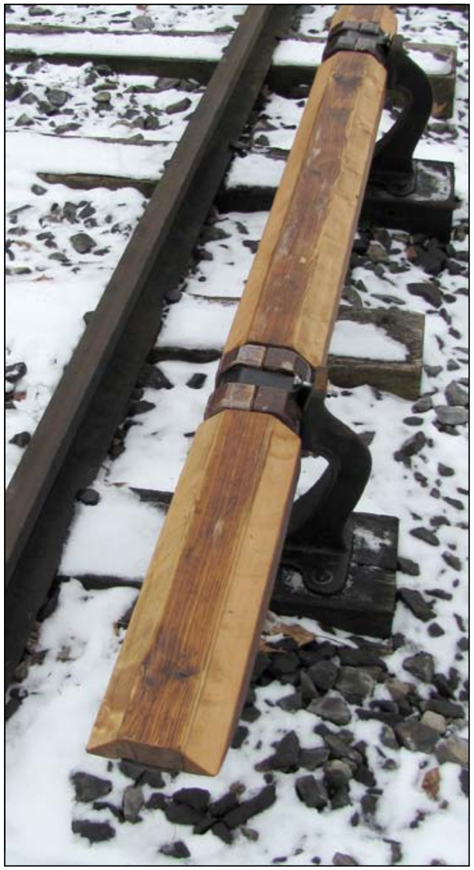


Right- William Kissam Vanderbilt II was made a vice-president of his family's railroad and put in charge of its upstate electric holdings. Willy, as he was known, was a great-grandson of the Commodore, and grandson of Billy. He would become the family's last link to the future New York Central Railroad, with a presence lasting into the 1950s. Willy, Horace, John, and Loomis became the WSRR electrification's "Big Four."

Willy was 27 years old in 1905 and knew little of railroading other than that was where his family's money came from. He had been educated at private schools, dropped out of Harvard after one year, and had an interest in horse racing and yachting. But it was the automobile that totally fascinated him. The faster he went, the better he liked it. Several years after his 1899 marriage to Virginia Graham Fair, he set a land speed record of 92.30mph at Daytona Beach. That year 1904, he also established the Vanderbilt Cup trophy that he hoped – through auto racing – American car companies might become more competitive. In 1906, he initiated the construction of the Long Island (Vanderbilt) Motor Parkway for racing and leisure driving. It extended from Queens County of New York City all the way to the wilds of Lake Ronkonkoma in Suffolk County, 48 miles, becoming one of the United State's first paved roadways. He and Virginia traveled, sailed, and motored extensively until his father put him to work at Fourth Avenue and Forty-second Street with an office in Grand Central Terminal. His title? Vice-president of Electric Holdings.

In this position he was considered by the railroad to be the boss of Andrews, Stanley, and Loomis who, in total, became the Big Four. But, in railroading, as in other businesses, titles don't mean much. Yet, he was introduced to the previous Andrews-Stanley syndicate men and made a vice-president of the U&MV, OR, SRT, and Oneida Construction Company on September 21, 1905. It was then that the Vanderbilt-Andrews syndicate was formed; the Andrews-Stanley syndicate moniker not to be seen again in central New York newspapers. The Syracuse Herald reported, "Mr. Vanderbilt is to become actively interested in the trolley properties in which the New York Central has acquired part proprietorship. He is well advised on the electrification of the West Shore and has recently made a tour of the line with Horace Andrews and C. Loomis Allen." Yet, the Utica Sunday Tribune said: "Mr. Andrews is the chief promoter of the New York Central's movement to establish an electric line across the state." After all, Horace Andrews was the president of the U&MV, OR, and SRT; Willy was just a vice-president. Surely, a battle over who was subordinate to the other would result.

After the upstate tour, all members of the Big Four went to New York City to work on planning and purchasing of supplies and materials for the conversion of the 44-mile section of the West Shore from a steam to electric road. On July 22, 1905, Andrews announced that electrification of the West Shore would commence three days later. Whether it was to be operated by an overhead trolley system or third rail had yet to be decided.

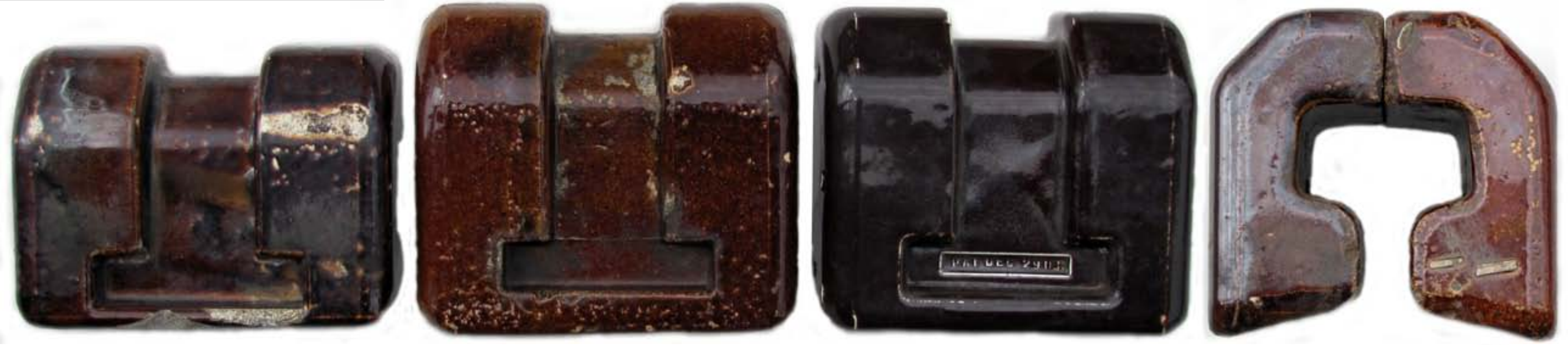


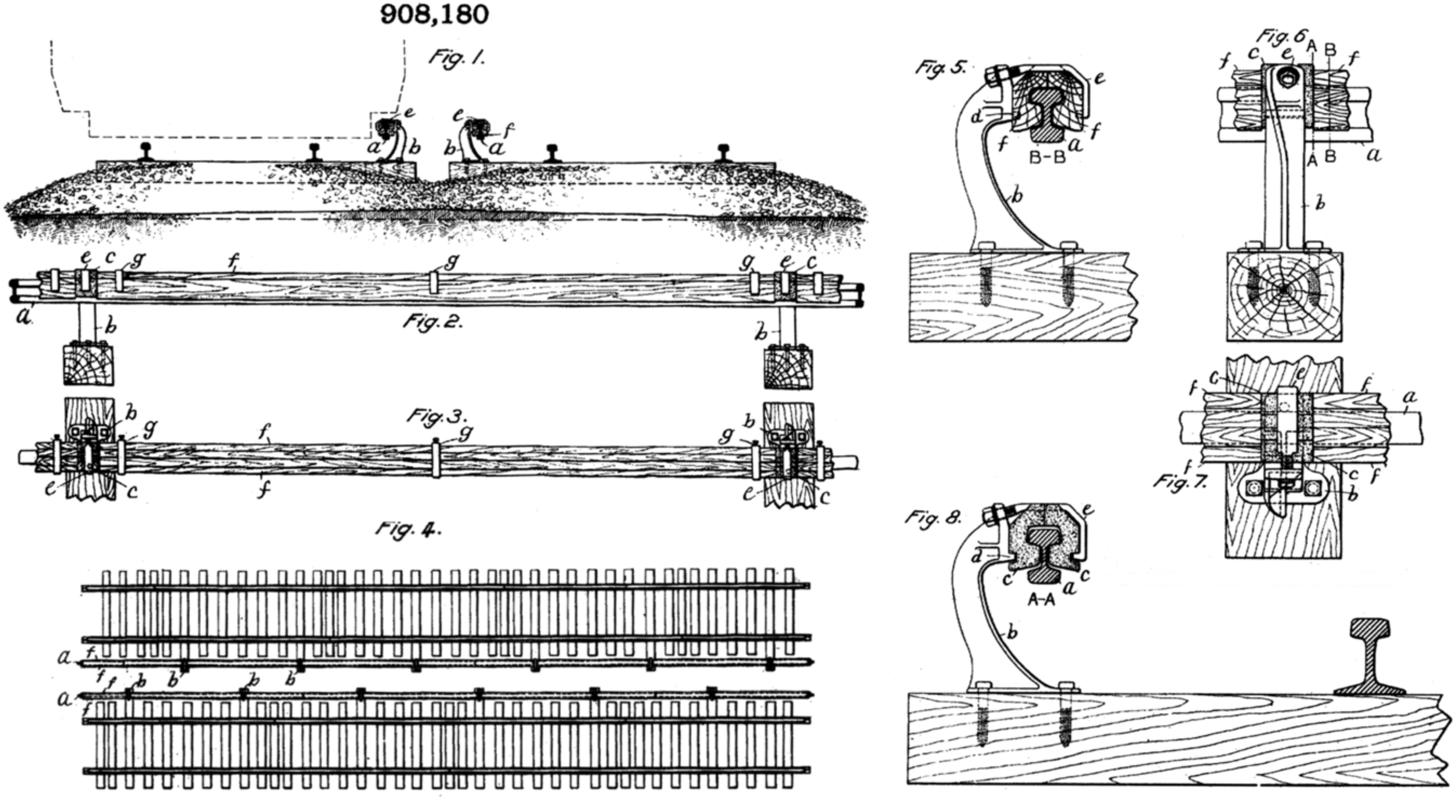
The electrical conversion of the West Shore Railroad benefitted directly from the research and study the New York Centrals Electric Traction Committee had undertaken in preparation for electrifying portions of the railroad's Hudson and Harlem divisions that would serve a new Grand Central Terminal. William Wilgus and Frank Sprague, of course, served on this Committee; both DC current and third rail advocates. But, they were not at all pleased with the usage of overrunning pickup then in vogue in third rail applications. While they set about developing a new means for third rail delivery of DC current, the Committee, as a whole, had already ruled out the possible use of an overhead conductor (trolley wire) and agreed that some type of third rail delivery system best suited the planned Electric Zone. Meanwhile, in central New York, an overhead conductor versus third rail usage had hardly been settled for use as an electric delivery system. The presence of the U&MV and SRT overhead system in use, as well as the fact that a West Shore electrification would connect these two electric railroads, provided much logic towards adoption of an overhead trolley operation for the WSRR. Wilgus and Sprague, however, began to apply logic in another direction; the invention of the underrunning third rail.

Beginning in 1903, the Central's Chief Engineer and America's premier electrical inventor began work to develop an efficient and safer form of electrified third rail. Together, they perfected and brought to fruition the underrunning system of power delivery from a third rail and sent the engineering information and drawings in an application to the United States Patent Office on December 27, 1905. By that time, at Wilgus' insistence, the underrunning third rail system had been adopted for the railroad's Electric Zone; approval for West Shore electrification between Utica and Syracuse did not come until March 15, 1906. The patent, #908,180, was not forthcoming from the U.S. Patent Office until December 29, 1908. This was Sprague's 70th, of 95, total patents.

In its simplest form, this type of power delivery system provides a steel third rail that is fastened to cast iron brackets by insulating blocks and positioned at a height and distance so that an electrically propelled railway car can receive power via a mechanical device (shoe) that remains in constant contact with the underside of the rail. The side and top surfaces of the rail are covered by a non-conducting material (wood covers are shown at left) for safety, and the insulating blocks (shown below) are used in combination (far right) to encase the rail so as to keep electricity from entering the cast bracket. The smaller porcelain insulating block (far left) is used in transition rail applications (see figures 13-17 on page 69), while the full sized size blocks (middle two) are for general usage as shown on the facing page, figures 5-8. Some blocks, as shown by the example third from left) are embossed with the "Pat. Dec. 29, 08" date of patent #908,180. Non-annotated blocks pre-date the patent issuance.

The following six pages display the entirety of patent #908,180, in its full technical text and illustrations.





Figures 1-3 show the placement of the third rail upon ties as it relates to the running rails, Figure 4 shows how brackets and insulating blocks should be staggered in a double-track application, Figures 5-7 show a tie mounted bracket holding a third rail via insulating blocks (full sized) and a strap fastener, and Figure 8 is an end view of a bracket mounted third rail fastened in relationship to its nearest running rail. Lower case letters in each illustration are used to reference similar letters used in Patent text explanations.

UNITED STATES PATENT OFFICE.

WILLIAM JOHN WILGUS, OF YONKERS, AND FRANK JULIAN SPRAGUE, OF NEW YORK, N. Y.

THIRD RAIL.

No. 908,180 Patented Dec. 29, 1908

Application filed May 27, 1905. Serial No. 262,626

To all whom it may concern:

Be it known that we, WILLIAM JOHN WILGUS, of the city of Yonkers, in the county of Westchester and State of New York, and FRANK JULIAN SPRAGUE, of the city, county, and State of New York, both citizens of the United States of America, have invented certain new and useful Improvements in Third Rails, of which the following is a specification.

The object of our invention is to produce an under-contact conductor, particularly applicable as an inverted third-rail with suitable supports from which it is a thoroughly insulated, and with a suitable protective cover or sheathing throughout its length, the whole being combined to form an under-contact conductor with a structure having the following characteristics, to wit: 1. The cover acts as a protection, insulator and splice. 2. The distribution of the joints is such that the rail and cover afford support each to the other, and provide for the adjustment of the rail to varying temperatures and stresses. 3. The relation of the parts is simple, thus facilitating, and minimizing cost of construction and repair, and enabling the constructor to keep the structure within the restricted limits of clearances for all kinds of rolling stock. 4. The entire electrified part of the structure is shielded from accidental contact and grounding by trespassers and employees. 5. Pockets are avoided where snow, sleet or other matter may accumulate and cause trouble. 6. The structure is so shaped that icicles cannot form from the contact surface of the rail, but only at a distance from the rail, where they will be readily cut off by the contact shoe, thus insuring greater certainty of continuity of contact and less likelihood of flashing. 7. The structure is so arranged that leakage and consequent possible charring of the wood covering near and at an accidentally grounded support is made impossible by the interposition of a moisture-proof and fire-proof insulating section at the support. 8. The system is so constructed that it is adaptable to curved as well as straight lines of track, and can be fitted at frogs and switches in the ordinary course of track laying. 9. Alinement of the rail independently of vertical alinement of the brackets is secured without straining at the connections. 10. The requisite mechanical strength and insulation is brought within a limited space and with few parts of materials which can be readily obtained.

In order to attain the foregoing objects, we have invented an under-contact rail structure wherein an under-contact rail is supported by brackets, preferably loosely between holding-blocks of tough, moisture-proof insulating material which may be a refractory material with high insulating properties, such as reconstructed granite, which are supported at the brackets and inclose and protect the sides and top of the rail at the brackets. The rail is provided through its entire length between the holding-blocks with a protecting and insulating cover or sheathing made in strips and supported by the rail, the material being such that the strips can be conformed to any curvature in the track.

The drawings have been carefully made to scale, so as to show the adaptation of our structure to standard steam and electric railway practice under the principal conditions that require consideration.

In the accompanying nine sheets of drawings, which form a part of this specification, Figure 1 is a cross section of a two-track road, each track of which is equipped with an under-contact rail embodying our invention, and also showing by dotted lines the requisite clearance for maximum equipment permitted on the road. Fig. 2 is an elevation and Fig. 3 is a top view showing a section of the under-contact rail. Fig. 4 shows in plan a portion of a four-track road with the preferred disposition of under-contact conductors and brackets with respect to the road as a whole. Fig. 5 is a section of the under-contact rail taken through the wood protection on the line B—B of Fig. 6. Fig. 6 is an elevation and Fig. 7 is a top view of the under-contact rail at one of the brackets. Fig. 8 is a section of the under-contact rail taken on the line A—A of Fig. 6 at the edge of an insulating block, and also of the contiguous track-rail showing their relation to each other and to the maximum equipment line. Fig. 9 is a section taken at the line D—D of Fig. 15 through the wood protection of two under-contact rails meeting at a frog and supported from a special form of bracket. Fig. 10 is an edge view and Fig. 11 is a top view of this form of bracket, the iron contact rails and insulating parts being omitted. Fig. 12 is a section of the structure of Fig. 9 taken at the line D′—D′ of

Fig. 15 at the edge of the insulating block and showing the relation to a contiguous track-rail and the maximum equipment lines of both tracks. Fig. 13 is a side view and end view showing the modified forms of wood protection or sheathing strips and refractory or other tough insulating blocks employed at frogs. Fig. 14 is a side view and end view of the modified form of iron contact rail, and Fig. 15 is an elevation of these parts assembled. Figs. 16, 17 and 18 are sections drawn to a larger scale of the under-contact rail at a frog taken at the lines E—E, D—D, and C—C respectively. Figs. 19 and 20 comprise side, top and section views of a block clamp. Figs. 21, 22 and 23 are respectively sections on the line F—F of Fig. 22, an elevation and a top view of an insulating block. Figs. 24 and 25 are side and front views of a wood protection clamp. Fig. 26 is a section on the line B—B of Fig. 6, showing the outline of two adjacent wood protecting strips. Figs. 27 and 28 are respectively an elevation broken away and a sectional view on the line G—G of Fig. 27, showing an improved form of telescoping electrical rail bond. Figs. 29 and 30 are similar views showing a slightly modified form of electrical rail bond. Fig. 31 is a side elevation with the wood protection removed, showing a flexible bond connection. Fig. 32 is a section on the line J—J of Fig. 31. Figs. 33 and 34 are respectively an elevation and a section on the line K—K of Fig. 33, showing the manner in which the wood protection is mortised when this form of bond is employed. Figs. 35 and 36 are views similar to Figs. 31 and 32, the latter being a section on the line L—L of Fig. 35, showing the addition of fish-plates. Figs. 37 and 38 are respectively a side elevation and a section on the line M—M of Fig. 37, showing a modified form of wood protection in three instead of two parts. Figs. 39 and 40 are respectively a section on the line N—N of Fig. 40 and a side elevation, showing a modified form of insulating holding-block in three pieces. Fig. 41 illustrates a plan for the third-rail construction at a cross-over between four tracks. Fig. 42 illustrates a plan for the third-rail construction at a cross-over between four tracks where space is more limited. Fig. 43 illustrates a plan for the third-rail construction with cross-overs from an intermediate track to each of two adjacent tracks for the same direction of travel on the intermediate track. Fig. 44 illustrates a plan for the third-rail construction with cross-overs from an intermediate track to each of two adjacent tracks for the same direction of travel on the intermediate track where space is more limited.

An iron contact rail *a*, and cast-iron upright supporting brackets *b b*, are employed, the brackets being evenly spaced at intervals of one-third of the rail-lengths and so positioned with reference to the rail that the points of meeting of consecutive rail-lengths will lie midway between adjacent brackets. As the rail is conveniently obtained in thirty-three foot sections, there will be in usual and ordinary practice one bracket for every eleven feet of rail. The brackets are spiked to the tops and near the ends of ties of extra length.

A pair of holding-blocks *c c* are mounted at each bracket and the rail is suspended from the bracket between these holding-blocks. The brackets are each provided with a face against which rests the outer face of the block of the pair farthest away from the track. A horizontal tongue *d* is positioned upon this face of the bracket and enters but does not closely fit a corresponding groove in the block, thus preventing the block from sliding down the face.

The pair of blocks are held against the face of each bracket by a steel clamp-hook *e*, the hooked end of which enters but does not closely fit a groove in the track-side block of the pair, and overlies the top of both blocks, where it lies in a groove in the top of the pair of blocks, whereby endwise movement of the blocks is prevented. The structure also enables the top of the clamp-hook to be brought down to the level of the top of the blocks, and by making these clamp-hooks of steel, we avoid the bulky top encroaching on the clearance line of equipment which would be required if the whole structure were of cast-iron.

The stem of the hook passes loosely through a hole in the upper end of the bracket to which the hook is drawn by a nut. The blocks meet above the rail and the clamp holds the blocks securely to each other and to the rail and the bracket. But the blocks conform loosely to the rail, and because of this and other features of construction elsewhere pointed out, and further, because the clamp-hook or hook-bolt employed has some flexibility, there results a certain vertical play between the rail and the brackets to allow for the displacement of any bracket by reason of insufficient ballasting of the tie to which it is spiked and consequent depression under heavy traffic or because of departure of the track from correct alinement, whether temporary or permanent, and from whatever cause. By reason of the looseness of the support, the weight of the rail is solely relied upon to oppose the upward thrust of the contact shoe. The grooving and other features of the blocks are alike, so that the blocks are interchangeable.

Between the points of protection and support of the rail at the brackets by the moisture-proof blocks, the rail in turn supports and is protected by a sheathing formed of strips of wood *f f* of about the same cross-sectional form as the blocks. Wood is se-

Fig. 9.

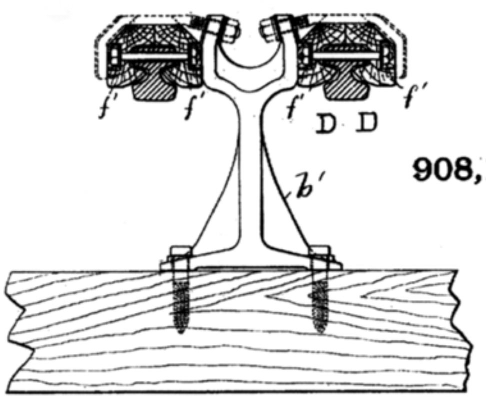


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Fig. 10.

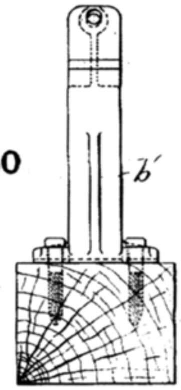


Fig. 11.

Fig. 12.

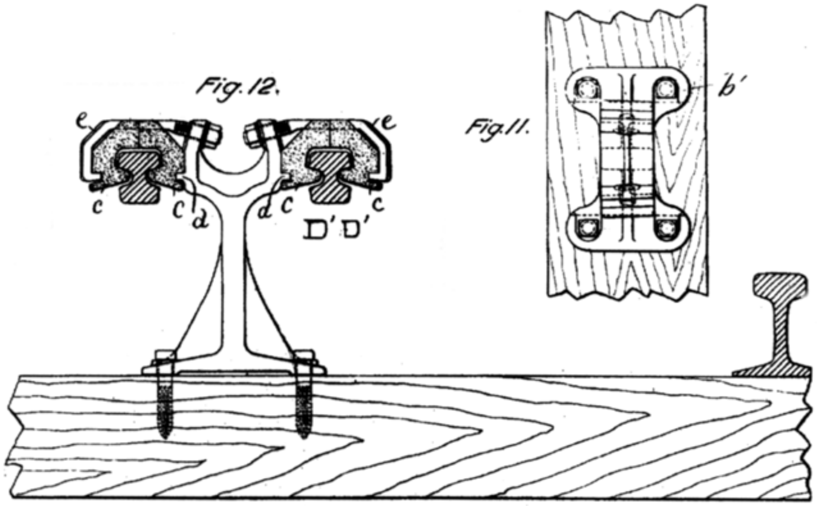


Fig. 13.

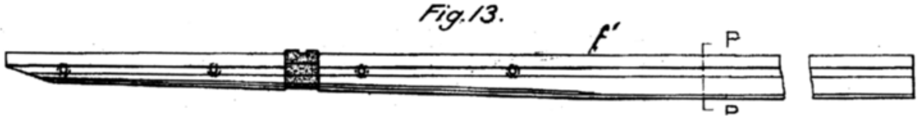


Fig. 14.

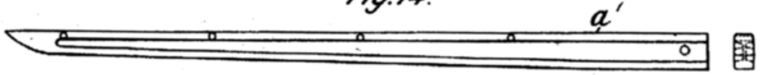


Fig. 15.

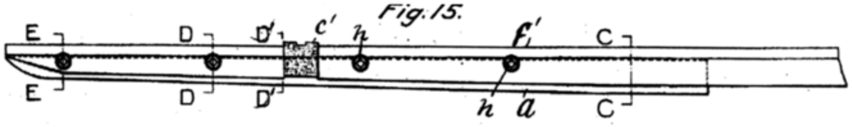


Fig. 16.

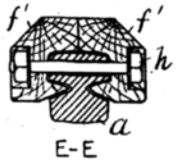


Fig. 17.

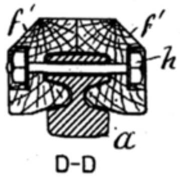


Fig. 18.

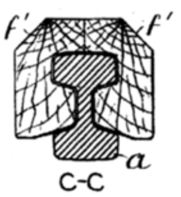


Fig. 19.

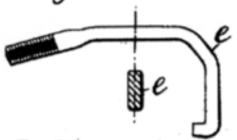


Fig. 20.

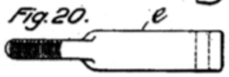


Fig. 21.

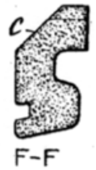


Fig. 22.

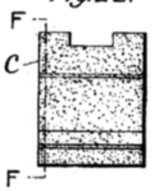


Fig. 23

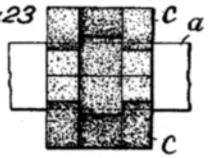


Fig. 24.

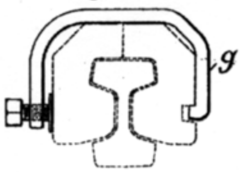
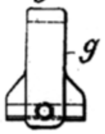


Fig. 25.



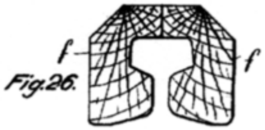


Fig. 26.

Figures 9-12 show a 2-rail holding bracket, Figures 13-15 show tapered transition third rails that are used where pick-up shoes have to regain the delivery system after a break, such as at a crossing, Figures 16-18 show the smaller sized insulating blocks required for use with transition rails, Figures 19-25 depict strap and surrounding fasteners used to hold the insulating blocks in position, and Figure 26 displays a full sized insulating block. Insulating blocks were made of porcelain by the Ohio Brass Company; many wooden insulating blocks were initially used until porcelain blocks were received.

lected because of its tensile strength, and because it can be readily adapted to curves, the wood being saw-cut when necessary. The wood is held in place when practicable by clamps *g g* which embrace the tops and sides of the protecting strips, such methods of holding being preferable to bolts because they are adequately insulated from the rail by being entirely outside the wood and open to inspection. Modification of this construction is, however, permitted at frogs, where bolts *h h* are substituted for the clamps *g g*. This is because of the diminished vertical thickness of the structure owing to the necessity of beveling the contact surface for the entrance of shoes and at the same time maintaining clearances at the top. The bolts also prevent end-displacement of the protecting strips. Along regular track such displacement is prevented by the abutment of the strips at each end with the blocks which are held at the brackets.

It will be seen that the blocks and wood strips form a continuous protection for the sides and top, made up of abutting alternately short and long sections of insulation, the former being preferably practically fireproof, substantially impervious to moisture and of high insulation, and the latter possessing tensile strength, cheapness and flexibility. The two together form a protective sheath of substantially unbroken line, so that any equipment objects, such as loose bolts or springs, or material carried by the equipment and happening to lie outside the equipment-line and to touch the third-rail structure, may drag along the top or inner side without liability to cause injury before discovery.

In Figs. 27 and 28 are illustrated two forms of telescoping electrical bond in the form of a pair of plugs which enters the ends of both rails. Holes are drilled in the abutting ends of the rails, then reamed, and while bright, sleeves *k* of low oxidizable metal, as bronze or aluminum, are driven into the holes. Inside of these are plugs *l*, preferably of the same metal as the sleeves, to prevent electrolysis. The plugs snugly fit the sleeves to insure good electrical contact, but so as to slide to compensate for variations in the lengths of rails at varying temperatures. The lower plug of the two is of a modified construction, consisting in the provision of a plug of tubular form which is slotted along one side, thereby imparting a greater range of elasticity to the plug so that the desired closeness of fit between the plug and the sleeves can be secured with less machining. By using two plugs at the abutting ends of each pair of rails increased conductivity and a better doweling of the rails for alinement are secured.

In Figs. 29 and 30 is illustrated a further modification of this type of bond, consisting of the additional provision of a lining *m* for the plug so that a metal, such as aluminum, which is not subject to oxidation, may be used for the parts which slide on each other, and a copper core may be employed to secure greater conductivity.

Figs. 35 and 36 show an alternative form of bond, consisting of a bent strip *n*, which is soldered or welded to the rails near their meeting ends. Tie plates *p*, held to the webs of the rails by bolts *q*, keep the rails in alinement. A bond of this type is preferable to the form of bond first described at the ends of sections which may require removal and replacement where it is not possible, owing to rail insulation at each end, to shift the rails endwise sufficiently to take out or assemble with the telescoping form of bond.

In Figs. 37 and 38 the protecting cover is made in three parts, this form being preferable on account of economy in lumber from which the covering is constructed, absence of joints through which water can fall into the spaces between the covering and the rail, and because clamps may be dispensed with. A top strip *r* is chambered to receive the top bulb of the rail, and one of the bottom strips *s s* is nailed in place before assembly on the rail. After hooking the top strip and the bottom strip nailed thereto, onto the rail, the other strip is nailed in place as shown.

In Figs. 39 and 40 is illustrated a three-part holding block, the joints coming at the sides instead of at the top, so that water will be less likely to reach the space between the block and the rail. The parts are mortised together so that the clamp-hook will hold them all in place. Joints in the block are not essential to the invention herein disclosed, as one-piece blocks could be slipped onto the rail from the end, but as some of the available refractory insulating materials, such as reconstructed granite, have little tensile strength, and may crack when clamped in place, they are made in two or more parts in the first instance, thereby determining the position of the joints, preventing chipping at corners and making assembly more convenient.

The invention has been herein illustrated in connection with the well known bulb form of web-rail, but it is likewise applicable to other forms of web-rails and other forms of rails.

What we claim as new and desire to secure by Letters Patent of the United States is:

1. The combination of an under-contact rail, supporting brackets, holding-blocks suspending the rail from the brackets and protecting and insulating the rail at the points of suspension, and a sheathing of bendable insulating material supported by the rail and protecting the rail between the points of suspension, substantially as described.

2. The combination of an under-contact

rail, supporting brackets, holding-blocks of a non-charring moisture-proof material suspending the rail from the brackets and protecting the rail at the points of suspension, and a sheathing of bendable insulating material supported by the rail and protecting the rail between the points of suspension, substantially as described.

3. The combination of an under-contact rail, supporting brackets, and holding-blocks loosely suspending the rail from the brackets and protecting the rail at the points of suspension, substantially as described.

4. The combination of an under-contact rail, supporting brackets, holding-blocks of a non-charring moisture-proof material suspending the rail from the brackets and protecting the rail at the points of suspension, and a protecting sheathing of insulating material supported from the rail between the holding-blocks of adjacent brackets, substantially as described.

5. The combination of an under-contact rail, supporting brackets, holding-blocks of a non-charring moisture-proof material loosely suspending the rail from the brackets and protecting the rail at the points of suspension, and a protecting sheathing of insulating material supported from the rail between the holding-blocks of adjacent brackets, substantially as described.

6. The combination of an under-contact rail, supporting brackets, holding-blocks of a non-charring moisture-proof material suspending the rail from the brackets and protecting the rail at the points of suspension, and a protecting sheathing of insulating material supported from the rail and abutting against the holding-blocks, substantially as described.

7. The combination of an under-contact rail, supporting brackets, holding-blocks of a non-charring moisture-proof material supporting the rail from the brackets, and clamp-hooks for holding the blocks to the brackets, substantially as described.

8. The combination of an under-contact rail, a supporting bracket, holding-blocks of a non-charring moisture-proof material supporting the rail from the bracket, and a clamp-hook for holding the blocks together and against the bracket, substantially as described.

9. The combination of an under-contact web-rail and protecting strips of insulating material supported from the rail, consisting of a top strip enveloping the top bulb of the rail and side strips secured to the under side of the top strip and engaging the web of the rail, substantially as described.

10. The combination of upright brackets, holding insulators embracing the rail, supporting arms for the insulators, and an under-contact rail yieldingly carried by the arms and insulators from the brackets, substantially as described.

11. The combination of upright brackets, holding insulators embracing the rail; supporting arms for the insulators, and an under-contact rail yieldingly carried by the arms and insulators from the brackets at one side of the brackets and passing beneath the arms, substantially as described.

12. The combination of an under-contact rail, brackets, insulators carrying the rail spaced along the same and carried by the brackets, and a detachable sheathing carried by and covering the rail between the insulators, substantially as described.

13. In a third rail supporting means, in combination, a bracket; two insulating blocks adapted to receive and support the rail between them; and a hook bolt extending over said blocks for securing them to said bracket.

14. In a third rail supporting means, in combination, a bracket having a bearing face; two insulating blocks adapted to receive and support a rail between them; and a hook bolt adapted to extend over said blocks for securing them to said bearing face.

15. In a third rail supporting means, in combination, a bracket having a substantially vertically-extending bearing face; two insulating blocks adapted to receive and support the rail between them; said blocks extending over the upper part of said rail; and a hook bolt adapted to extend over said blocks for securing them to said bearing face.

16. In a third-rail supporting means, in combination, a bracket having a bearing face and a tongue projecting from said face; two insulating blocks, one of said blocks having a groove to receive said tongue and the other block having a recess therein; and a hook bolt, one end of which is adapted to lie in said recess, said bolt being adapted to secure said blocks to said bearing face.

17. In a third-rail supporting means, in combination, a standard having a bearing face and a tongue projecting from said face, said face having an opening therein; two insulating blocks adapted to receive between them the base and web of the rail, one of said blocks having a groove for the reception of said tongue and the other block having a recess therein; a hook bolt having an extended end adapted to lie in said recess, said bolt extending over said blocks, the other end of said bolt passing through the opening in said bearing face; and a nut having a screw thread engagement with said bolt.

18. In a third-rail support means, in combination, two brackets; two insulating blocks adapted to receive between them the base and web of the rail, a pair of said

Fig. 28.

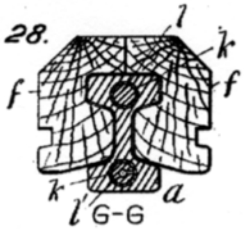


Fig. 27.

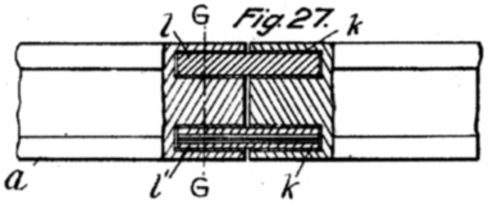


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Fig. 30.

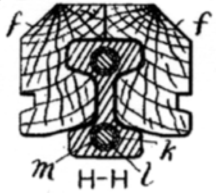
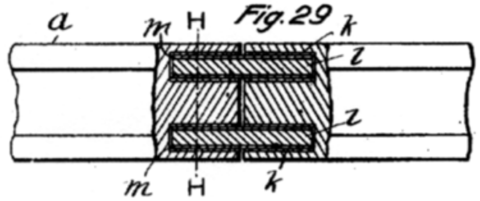


Fig. 29.



(text continued)

blocks being clamped to each of said brackets; and a protective covering extending from one pair of the said blocks to the other and comprising a cap piece grooved for the reception of the base of the rail, and two longitudinal side pieces extending inwardly form the sides of said cap piece to the web of the rail.

Signed by us at New York city, N. Y., this 25th day of May, 1905.

WILLIAM JOHN WILGUS
FRANK JULIAN SPRAGUE

Witnesses:
Henry A. Stahl,
Max Sebiri.

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Fig. 32.

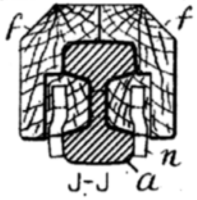


Fig. 31.

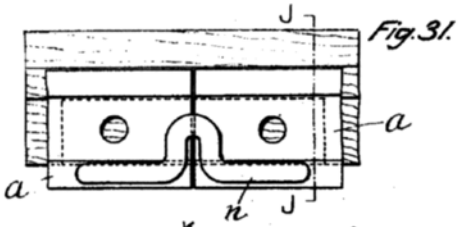


Fig. 34.

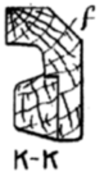


Fig. 33.

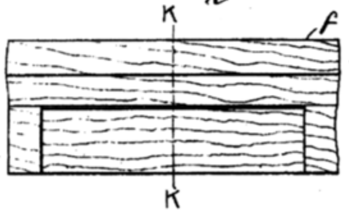


Fig. 36.

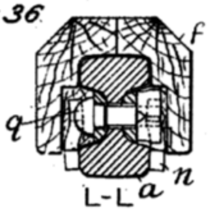


Fig. 35.

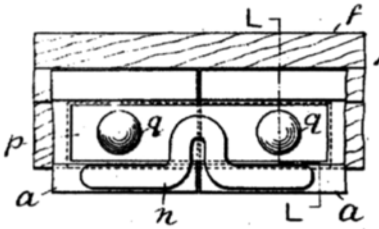


Fig. 38

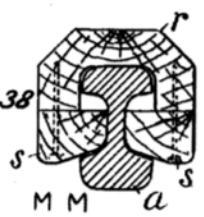


Fig. 37.

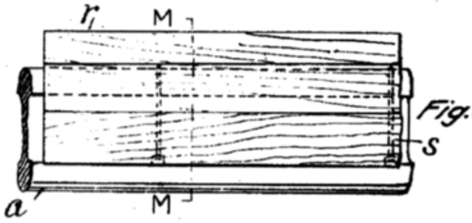


Fig. 39.

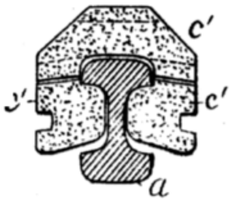
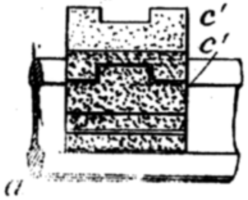


Fig. 40.



This page- Figures 41-44 show how to properly position transition rails at switchwork and crossings.

Page 71- Figures 27-30 show how wooden covers encase the third rail and how the covers are fastened to each other, and Figures 31-40 show the proper means to bond the third rail sections so that power flows from one rail into the next.

Below- An end view of a transition rail, without covers, showing how the insulating blocks encase the rail, are fastened to the bracket, and how the bracket is fastened to the tie. The third rail is a "bull-headed" rail, meaning both top and bottom heads are identical in contour and are connected by a common web.

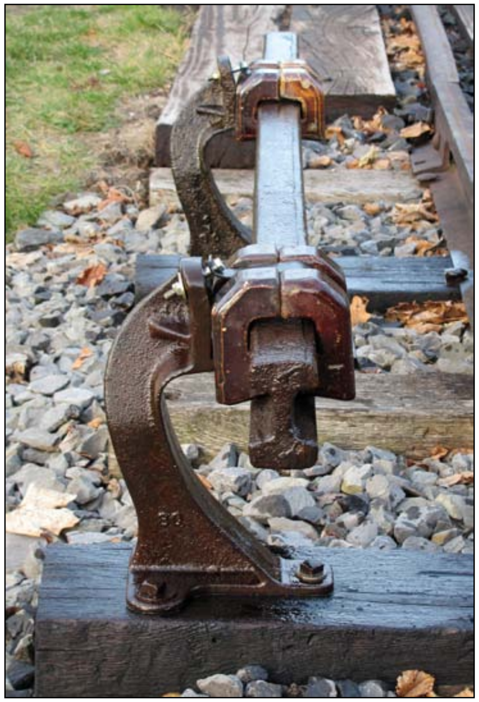


Fig. 41.

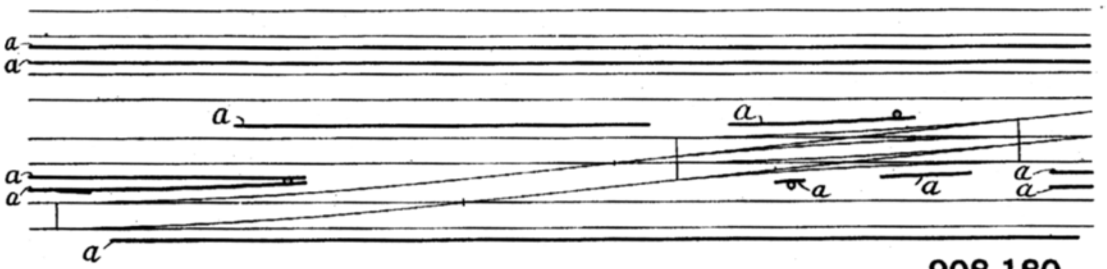


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Fig. 42.

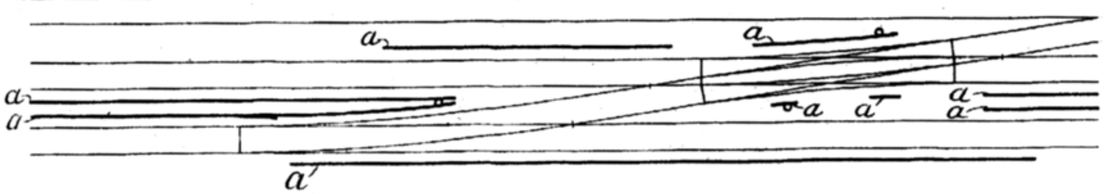


Fig. 43.

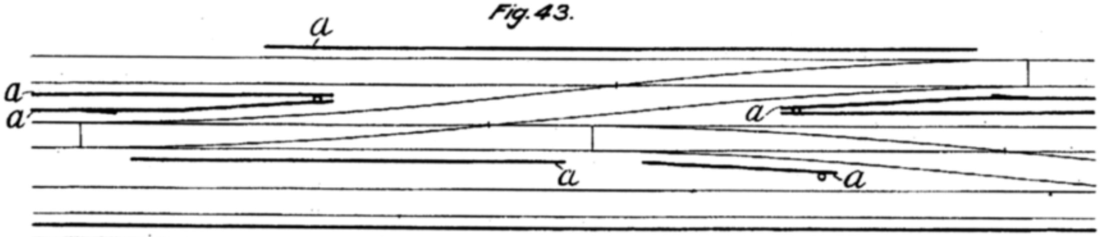
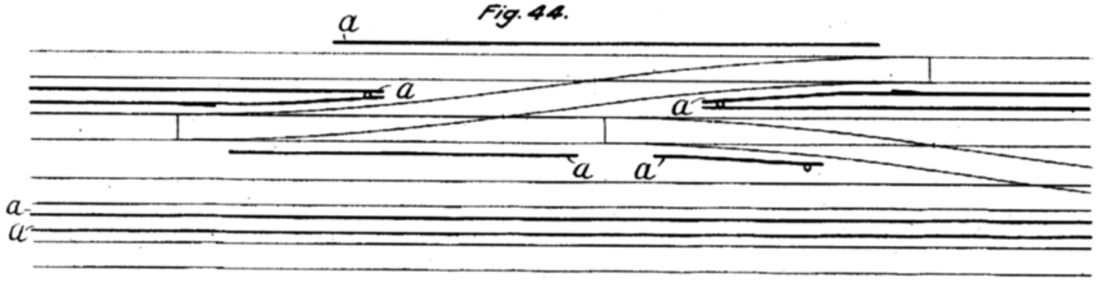


Fig. 44.



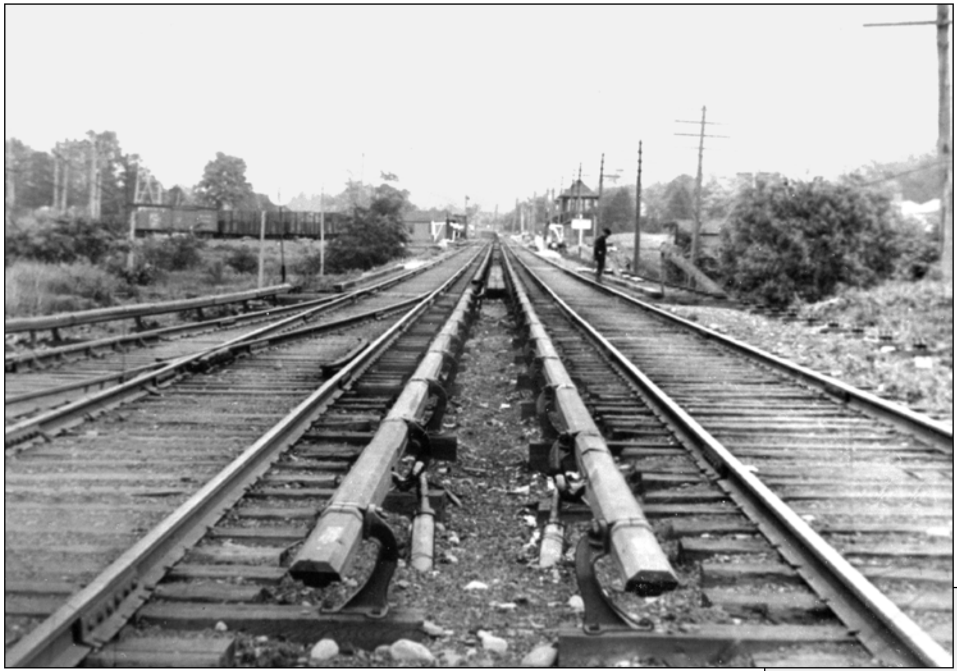
CHAP. 4

Considerations, Contracts, and Costs for Conversion Construction

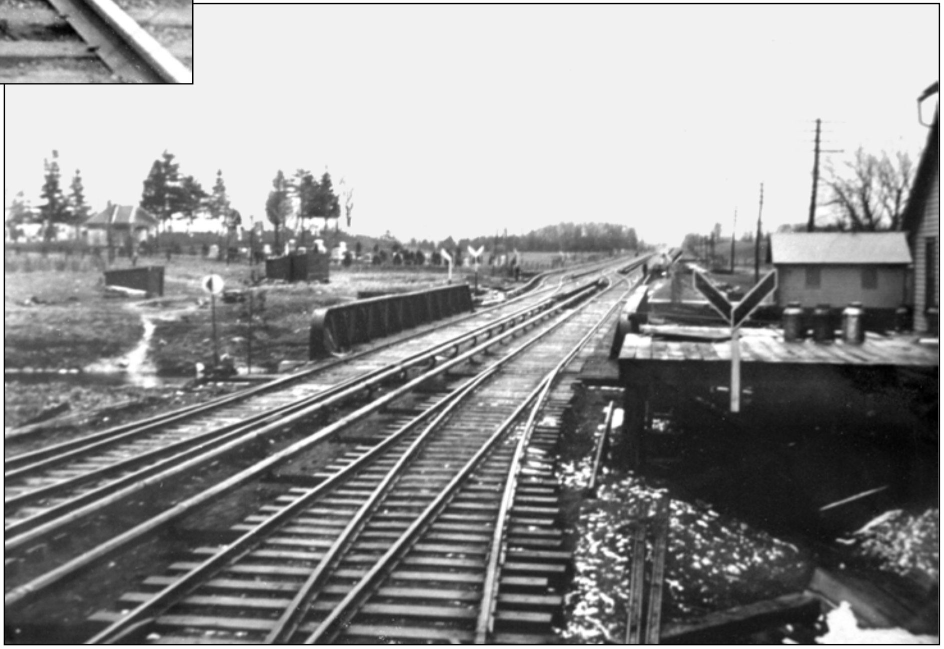
On April 30, 1905, the Hudson River Electric Power Company began building a new electric power generating station at Utica. This new steam powered plant was designed to house two 1,000 kilowatt (kw) and two 2,000 kilowatt turbines. Only two months later the company began supplying the Utica & Mohawk Valley Railway with electric energy for its Rome-Utica-Little Falls system. They built things faster in the old days, it seems, because energy production was not as sophisticated as today, yet it was still state of the art then. (They probably didn't need to have so many environmental studies as is required today, either!) Electricity, of course, was something that the Vanderbilt-Andrews syndicate would require plenty of for its eventual operation of an electrified West Shore, and this plant would play an initial role. The Utica to Syracuse section of the WSRR was a double track line just over 43 miles in length; nearly 87 track miles. That meant that all of those miles would have to be either strung with overhead wire or have a third rail laid, and – either way – the wire or rail would have to be coursing with juice.

For the Oneida Railway, having sufficient electric power was only one ingredient needed to successfully electrify the West Shore. Additional considerations were: 1- New York Central Electrical Engineer Katte and U&MV Chief Electrical Engineer Harvie both knew that power generated at the new Utica electric power station would not be able to produce enough electricity for both the U&MV and electrified West Shore to operate efficiently. Where would the total needed power come from? 2- What was the best means of delivering power to the electric cars, and should it be alternating or direct current? 3- How would the electricity be transmitted along the entire route? 4- What company had the technology and experience to develop the electric supply, transmission, and conversion to the delivery source? 5- How many power sub-stations would be required? Reminding you of what Henry Throop advised us earlier, "As is often the case in the superintendence of work of this kind (where) small details of (development), arrangement and adjustment for which there are no precedents are very bothersome and require considerable time and thought to solve." He, and Harvie, both knew that they were embarking on a voyage into uncharted waters because the magnitude of the Utica-Syracuse electric conversion was the longest and most complex such undertaking at that time.

Besides electrical considerations, the characteristics of the West Shore trackage would have to be revamped and adapted for electric usage, yet still be an hospitable route for continued steam powered freight and through passenger trains. Discussions centered on: 1- Would additional trackage be required so that speedy electric cars would be able to interact with slower steam trains? 2- Would the new electric operation use only existing stations or would additional "Stops" be required, and if so, where? 3- Would the signal system need to be upgraded and if so, how and with what equipment? 4- How would the electrified West Shore be connected to the existing U&MV and SRT systems at Utica and Syracuse? 5- Although the Oneida Construction Company was charged with the steam to electric conversion of the West Shore, who would be the sub-contractors – with some expertise in this field – do to the actual work, and by whom would they be paid? 6- Since the West Shore was a property of the New York Central, should that railroad be involved in the conversion in some manner? These were only some of the considerations being discussed within the offices of the Oneida Railway and New York Central, and although similar electrifica-



At Clark Mills (left), the new track diverged off the westbound main track (far left in picture) immediately west of bridge W356 that crossed Oriskany Creek. The scene – obviously taken after third rail operation had commenced – looks east with B.S. AK in the distant right, and freight cars on the O&W connecting track at distant left. In the foreground a variety of third rail elements are present: Third rail (transition ends) with wood covers, brackets fastened to extended length ties, insulating blocks, and underground conduits from which "jumpers" deliver electric power to the third rail via heavy gauge wiring. At Vernon (below, looking east), the new track returned to the westbound main track (center distance) immediately east of bridge W372 that crossed Sconondoa Creek. At right is a portion of the Vernon milk station, while in the foreground sidings leave both main tracks; the eastbound track for use as a team track at the depot, the westbound track for coal and freight house service. Neither would be electrified. Only both bridges survive in 2013.
Both- Barstow collection.

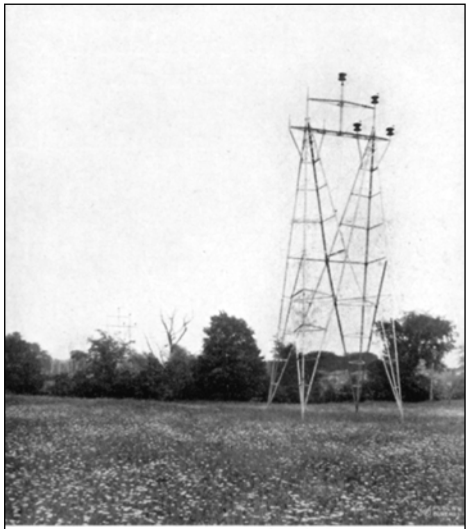


New Trackage

In addition to completely rebuilding the double track West Shore mainline between (South) Utica and Syracuse (Eastwood), another track would be put down between Clark Mills and Vernon over Vernon Grade, and also between Clockville Road and Canastota. The need for this new operational trackage was due to the electric cars having a top speed of 52mph. When the cars were being run in Limited service these tracks would allow them to run around slower – or stopped – steam powered freight trains as well as other electric cars being run in Local service.

tion work was being done in the New York City area, the two conversions were of a completely different nature. Foremost being that in New York City the Central was undisputedly in charge, while in central New York the Oneida Railway was somewhat cast adrift into rough seas, and was playing second fiddle to the U&MV while the NYC was pretending to be an innocent bystander.

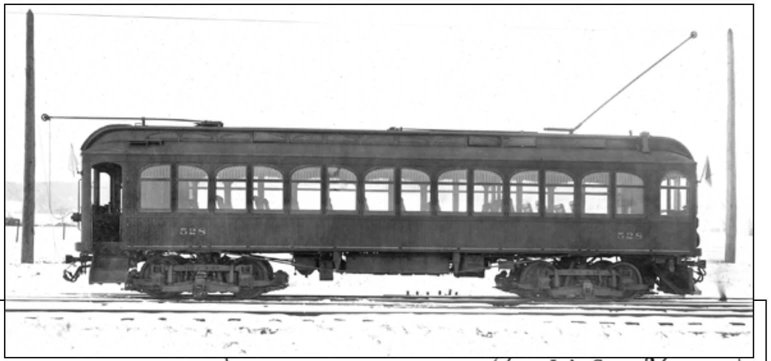
Although the Oneida Railway was then a property of the Vanderbilt-Andrews syndicate it was the smallest holding of the Central's U&MV-OR-SRT triumvirate. It was widely recognized inside and out of the traction arena that the OR simply did not have the managerial and operating expertise as did the U&MV, it being a much larger system. And, the U&MV was an interurban line, to boot, rather than simply a city line such as the small OR or even larger SRT. The OR did match its NYC partners in that they all shared Andrews as president, Willy as vice-president, and at varying times Stanley and Allen as either vice-presidents, general manager, or both simultaneously, even at the Oneida Construction Company. Regardless of any of the positions held by any member of the Big Four at any time, they all considered each other to be an equal – if a Vanderbilt could ever think of a non-Vanderbilt as being equal. Nevertheless, on the U&MV, OR, SRT, and OCC all four were considered to carry the same clout. It was the lower echelon officials of the U&MV, however, who simply had no counterparts on the OR. So, when considering how to go about electrifying the West Shore was being pursued and implemented, it was the U&MV junior officers – such as Chief Electrical Engineer William Harvie – who assumed command of the project's varying objectives; ably assisted by his NYC peers. For nearly one year during the early period of planning for the West Shore's electrification, Harvie – as well as Loomis Allen – were continually referred to as U&MV men even though they both held similar rank on the OR. Therefore, it was generally believed in central New York that it was the U&MV who were in the forefront of converting the West Shore from a steam road to an electric road; the NYC-OR agreement of December 3, 1904 notwithstanding. This would later change so that the OR would be more correctly recognized as the de facto organization in charge of the West Shore electrification.

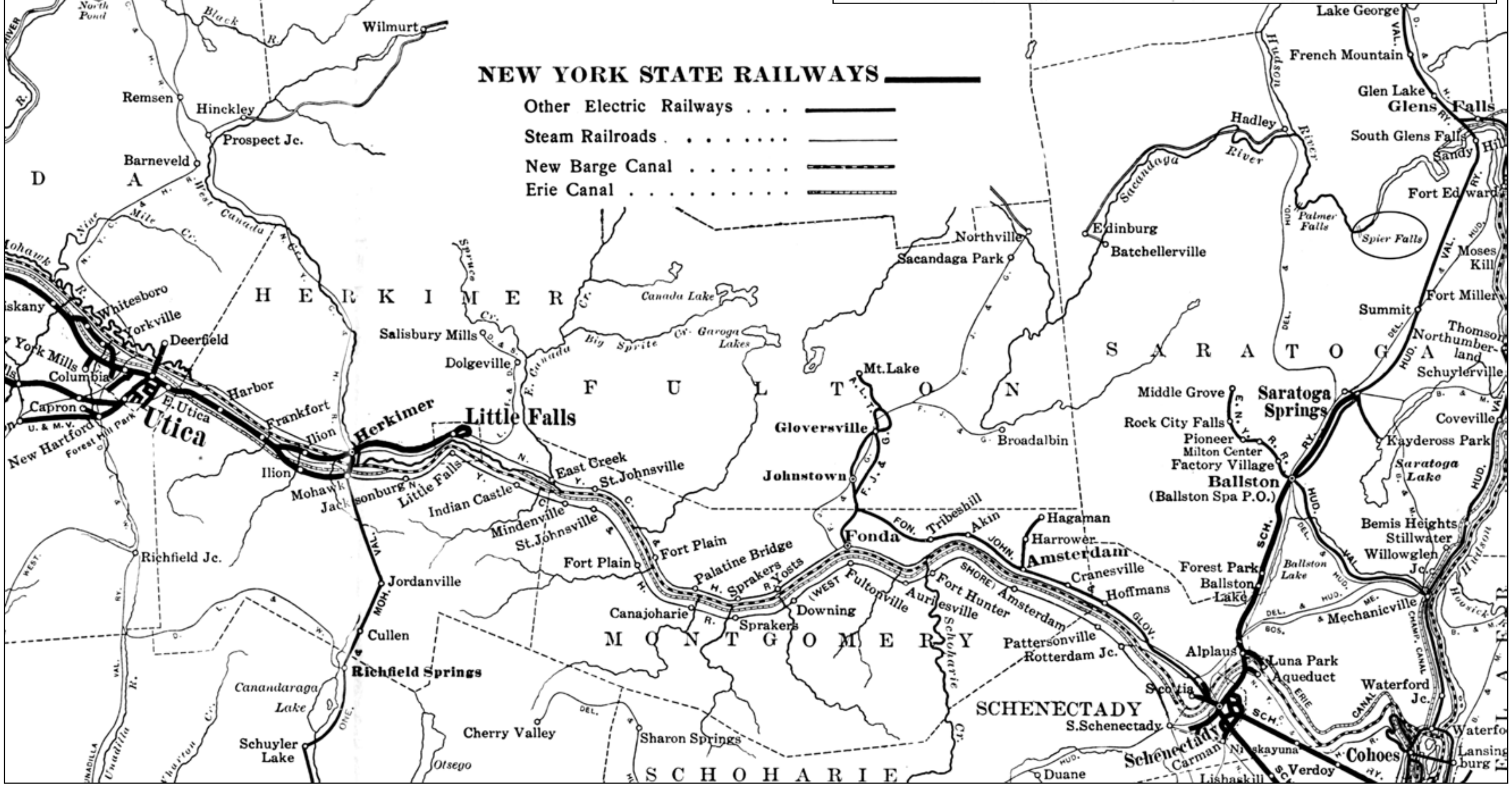

HUDSON RIVER POWER COMPANY'S TRANSMISSION LINE

Left- The Hudson River Power Company's transmission line incorporated a four wire system; three conductors, and a ground line. Several of these towers are still in active service east of Amsterdam.

As months passed, some of the planning questions mentioned above came to resolve themselves because businesses were eager to attach themselves to the West Shore project and profit from it. The question of where the needed electric power would come from was answered when the Hudson River Electric Power Company announced it was to build a new hydraulic generating station along the Hudson River at Spiers Falls, near Glens Falls, N. Y. Then, in order to get the generated electricity to Utica and, later, on to the West Shore Railroad, they would erect a 100 mile long transmission line, its route being via Ballston Spa, Amsterdam, Johnstown, and Little Falls to Utica. Further lessening planning questions were a proposal from the General Electric Company for supplying electrical apparatus, a plan and specification for electric cars from the J. G. Brill Company, and from the New York Central who advised the degree of work they would per-

Map- In order for the electrification of the West Shore to proceed, the Hudson River Power Company had to build a new hydraulic generating station at Spiers Falls (circled at middle right) and then erect a 100-mile long transmission line via Ballston, Amsterdam, and Little Falls to reach Utica. Electricity was not an easy to come by commodity at the time. Frank Kobliski collection. Right- Electrification plans called for acquiring 15 interurban cars from the J.G. Brill Company. Each car (identical to #528 shown) was single ended, equipped for both overhead and third rail pickup, 49-feet in length, propelled by four 75hp motors for a top speed of 52mph, and sat 52 passengers. A toilet and heat were both provided for passenger and crew comfort.

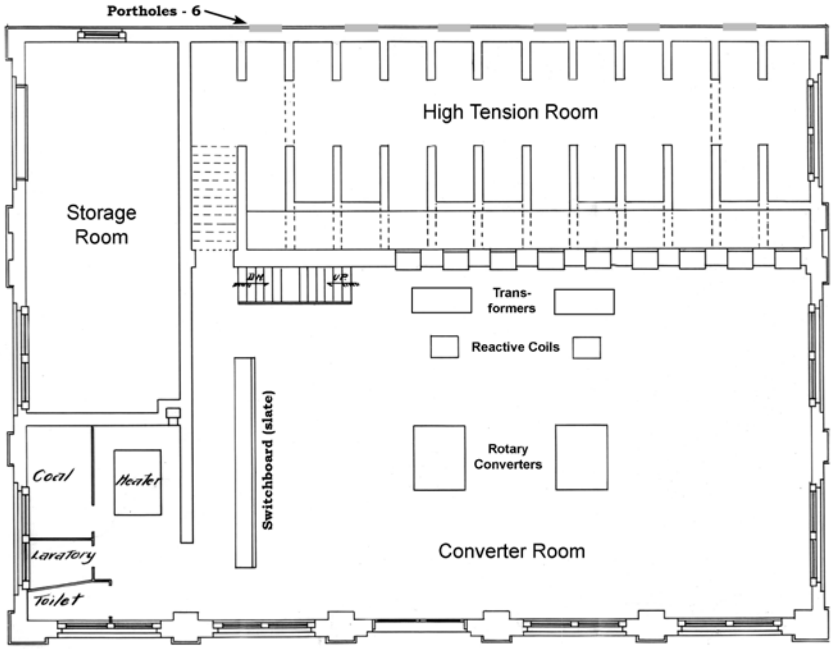




form in readying the West Shore for electric operation. Then, in response to urging from the U&MV, bids for contract work were solicited from the Archbold-Brady Electrical Company (Syracuse) and the John F. Hughes Construction Company (Utica) as sub-contractors for the Oneida Construction Company.

It may have been the August 19, 1905 proposal from General Electric (Schenectady) that began to greatly ease the planning pain for the project. The General Electric Company, as you may well imagine, was extremely busy during this time period with supplying electrical apparatus to traction lines all across the United States. Yet, GE still recognized that electrifying the Utica-Syracuse section of the West Shore at this time was somewhat unusual: This work is "among the first for railway work that have been designed for 3-phase 60,000 volts (60kv)." The company's proposal for "Sub-station Apparatus and Car Equipment for the Oneida Railway Company" was a highly detailed and technical document whose specific specifications and electrical jargon go far beyond the scope of this work. But, the sixteen page proposal does provide much factual information regarding equipment application for electrical conversion of the West Shore's steam railroad.

General Electric based its proposal on knowledge that the Hudson River Electric Power Company would be supplying electricity to the railroad at a pressure of 60kv (3-phase) alternating current that was to be converted to 600 volts direct current for collection by the cars. Therefore, GE determined that two terminal and two intermediate sub-stations would be required, all of which were to be similarly outfitted except for the terminal at the westerly end of the line. At that terminal facility there would be no provision for passing along the electricity supply since the system's transmission lines would end there. All four of the sub-stations – GE proposed – should be equipped with: Two rotary converters (6-pole, 300 kilowatt, 800 revolutions per minute, 600 volt, compound wound, 40 cycle, 3 phase, self-starting), two reactive coils (45 kilovolt-ampere, oil cooled), two lowering (step down) transformers ("H.T.", 40 cycle, 330 kilowatt, "B" rated, 34,600 volts delta connected, 60,000 volts "Y" connected, 370 volt, 3 phase, oil cooled), and a switchboard panel. **(Note layout of mentioned apparatus in the above drawing.** Frank Kobliski collection.**)** In laymen's terms, it would be the transformers that received the 60kv alternating current then lowered the pressure (voltage) and passed the electricity onto the reactive coils that would start the rotary converters. The rotary converters would then produce the desired 600 volts D.C. and send the current out to the system. The switchboard would, among other duties, sense and control the system load and self-start the rotary converters when the system demanded power. Photographs of this equipment and a more detailed explanation of each is presented in the following chapter.



Oneida Railway Company sub-station Interior

Following the basic list of above equipment, a long tally of design specifications with test efficiency results and an equally long list of specific electrical components for the sub-stations such as meters, switches, lamps, relays, transformers, rheostats, lightning arrestors, circuit breakers, coils, and insulators further advised the intricacy of the system GE proposed.

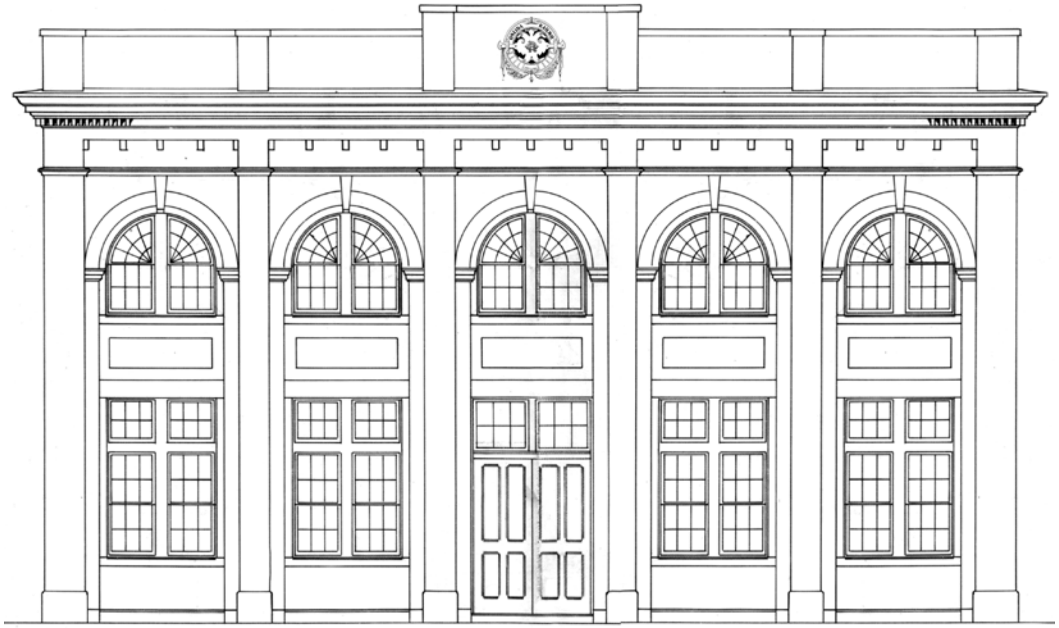
Because it was thought that fifteen cars would – and indeed were – to be ordered from the J. G. Brill Company, GE proposed providing thirty Brill #27 E-2 type trucks, two axles each, with one G.E. #73 electric motor per axle. Thus each car would be equipped with four motors (weighing 4,137 pounds) each producing 75 horsepower for a total of 300hp per car, and be set up with Type "M" Sprague-General Electric multiple unit control so as to have the capability to operate additional cars coupled to a lead/controlling car. As with the component listing for the sub-stations, each car would be outfitted with a long list of electrical equipment to make them operational. Such equipment was controllers, reverser, relays, switches, fuses, rheostats, control couplers, trolley bases, poles, and wheels, lightning arrestors, and wire – lots of wire.

General Electric guaranteed that all of the specified apparatus would be shipped to the Oneida Railway within seven months of receiving an order and would do all equipment installation for the four sub-stations and fifteen cars. Price? $87,823.52 for sub-station equipment and $55.676.48 for the cars, with an allowance for used rotary converters, transformers, and switchboards to be traded back to GE by the U&MV amounting to $20,000. Upon being reviewed by the New York Central and its Vanderbilt-Andrews syndicate, General Electric's proposal was accepted on November 6, 1905. Noteworthy for its absence in the proposal is any mention of third rail usage as only "trolley bases, poles, and wheels" for an overhead electric delivery system were included for consideration.

Five months later, and two months shy of GE's delivery schedule, Oneida Railway Company General Manager Loomis Allen entered into an agreement with the John F. Hughes Construction Company of Utica. This contract was for the building of the four sub-stations in which GE would install the electrical operating apparatus. These buildings, to be located at Clark Mills, Vernon, Canastota, and Manlius Centre and spaced 10.75 miles apart, were designed by the Utica architectural firm of Agne, Rushmer, & Jennison. Although the Vernon sub-station was so named, its one and a half mile distance from that community placed the facility nearer to Sherrill. The Canastota facility was two miles to the west of its namesake community within an area known locally as Quality Hill that was just west of Cheese Factory Road, later Quality Hill Road. Both Clark Mills and Manlius Centre sub-stations sat squarely within their community boundaries. The sub-station at Clark Mills was designated #1, and it was considered the main sub-station because it was where power from the Hudson River Electric Power Company would be received. This sub-station also housed an office for the chief sub-station operator. Vernon was sub-station #2, Canastota #3, and Manlius Centre – later changed to Minoa – was #4.

Construction specifications called for all four sub-stations to be 2-story (with basement) 38-foot high buildings, sized 47 feet wide by 63 feet long, all brick exterior construction with litholite trimmings, and with concrete floors and roofs. Entrance/exit portholes for the three incoming and three outgoing electric conductors (wires) were placed at the top rear of the building. Each was three feet in diameter and a steel hood was employed to protect these openings from the weather. Much like the apparatus to be installed inside them, all four sub-stations were to be identical, with the exception being Manlius Centre; it did not have the three 3-foot diameter exiting portholes for outgoing conductors. Although the brick structures lacked ornamentation, they nonetheless were quite attractive due to copper weather stripping and large windows that employed curved glass (lights) at their top. Inside were two rooms, the rear being the high tension room and the front being the converter room. The latter room was functional in design with additional space should a third converter/transformer be required later, and completely opened from floor to ceiling. The high tension room was where the electric power entered and left the building. Each of the six conductors (three at Manlius Centre) had their own compartment so as to provide necessary insulating clearance between the wires. Each compartment was equipped with oil switches, lightning arrestors, and bus bars from which taps led through the wall into the transformer that was situated in the converter room. A staircase in the converter room allowed access to a second story walkway that was to be used to service the oil switches and inspect each line and its equipment. All four buildings were situated on the north side of the railroad right-of-way and faced the railroad.

Also specified in the contract that was executed on April 20, 1906, was that sidings would be put in at #1, 2, & 3 so as to facilitate the arrival of materials, both construction and electrical, and that the Hughes company was to pay no more than one-dollar per foot of siding that was to be installed and later removed by the New York Central. Why a siding at Manlius Centre was not provided remains unknown, but some other means may have been locally utilized to aid in the transfer of materials and components since it was located the furthest away from the railroad right-of-way. The total amount to be paid to the Hughes Company for the erection of the four sub-stations was $60,118, with monthly payments amounting to 85% of the cost of the work completed during that month.



Left- All four sub-stations were to be identical in appearance when viewed from the front and sides; only the Manlius Centre facility would differ at the rear with only three receiving portholes. The crest, top center, did not appear on any of the buildings. Frank Kobliski collection.

Connecting the four power sub-stations would be accomplished by the high-tension electrical transmission line. This was the means through which the power received by the Hudson River Electric Power Company at sub-station #1 (Clark Mills) would be passed along to the Vernon, Canastota, and Manlius Centre sub-stations; the line ending at the latter building. Because all of the sub-stations would feed current into the system in both directions, no Oneida Railway Company transmission lines needed to be erected east of Clark Mills and west of Manlius Centre. Between those two sub-stations (#1 and #4), there were 33.6 miles along which the transmission line would have to be strung, and to do so required 392 towers to support the three conductors making up the transmission system. (Note: This 3-phase system was arranged so that any two conductors provided the necessary 60kv even though the system required all three conductors to be “hot” to operate as designed.) It was the Archbold-Brady Company of Syracuse that won the contract for the complete installation of the towers, transmission line, and all of its components. Of the 392 towers, which were all situated along the north side of the West Shore’s right-of-way, 307 were to be 39 feet high, 37 were 45 feet high, 29 were 51 feet high, 17 were 57 feet high, and 2 were designed to be 63 feet high. All of the towers were to be spaced 450 to 550 feet apart, the distance being determined by terrain and curvature, and all were fastened to concrete foundations, some of which were up to nineteen feet deep. Two additional foundations had been prepared but not utilized in constructing the transmission system.

While the Archbold-Brady Company men were erecting all of the towers, other A-B employees were assembling porcelain insulators manufactured by the R. Thomas & Sons Company of Lisbon, Ohio within the Oneida Railway’s carbarn at the foot of Main Street in Oneida. These model M-4325 five part insulators with a female metal socket for mounting the unit on the transmission tower pins had to be cemented together so that three completed assemblies could be placed at the top of each tower. Cementing “in the field” was common practice during this period to reduce the manufacturer’s cost. Each completed insulator assembly weighed forty-four pounds. The three insulators placed atop the transmission tower pins would have the conductors fastened to them to deliver the electricity to the system and complete the transmission line.

Much like at the sub-stations where care had to be exercised to have enough space between the lines, the placement of the insulators on the mounting pins likewise had to be precisely positioned. With the insulators in place, the actual stringing of the conducting lines from sub-station to sub-station could be undertaken until the total 33.6 mile electric delivery system was complete. For all of its work in making the transmission line ready for service, the Archbold-Brady Company would eventually be paid $916,342.97. This would be, by far, the largest expenditure for electrifying the Utica to Syracuse West Shore line that Loomis Allen had initially estimated would cost 1.5 million dollars. His estimate would – as it turned out – be far from accurate when the final costs were tallied up. The total expenditure would be nearly three million dollars. Where did the money come from? We’ll get to that in a moment.

With the Hudson River Electric Power Company supplying power (initially from its Utica steam plant, and later from its new hydraulic plant 100 miles distant at Spiers Falls), the John F. Hughes Company building the sub-stations, and Archbold-Brady erecting the transmission line, it was left to the New York Central and Oneida Railway to do the actual work of readying the West Shore trackage and station (Stop) facilities for eventual electric usage. The work needing to be undertaken was to the track – both of the mainline tracks currently in place as well as additional new third and fourth trackage, the signal system, the means to deliver power to the new electric cars, and the utilization of some existing stations augmented by the erection of shelter buildings and platforms for the new Stops. All of this work centered around the desire to provide three classes of service between Utica and Syracuse: 1- Fast, limited, express electric trains that would leave and arrive at the end terminals with only two stops enroute (at Castle and Canastota), 2- electrically powered local trains that would make all stops (either scheduled or flagged), and 3- steam powered through passenger trains as well as steam powered freight service. (An electric express service would be initiated at a later time.)

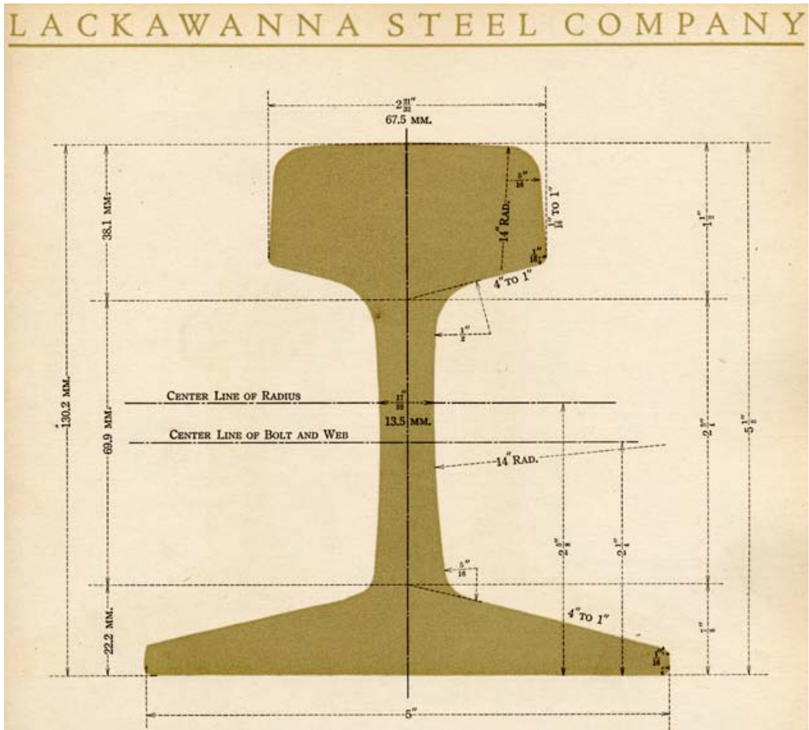
The section of the West Shore to be converted for electric usage – Genesee Street in Utica to Eastwood – was 43.42 miles of double track railroad in length, which does not include trackage to connect the West Shore to the city lines at both ends. (Note: In the many technical written works regarding this section of the West Shore's conversion, many differing mileages exist. This is understandable for a variety of reasons. The 43.42 miles mentioned above reflects total distance of *West Shore mainline utilized*. This does not include the additional length for the electric cars to enter/exit the West Shore trackage at both Utica's Genesee Street and at Eastwood, especially, where the West Shore had to be connected to the SRT Burnet Avenue line via a lengthy track. Another mileage total used by many is the terminal to terminal distance, which far exceeds the West Shore's mainline trackage. Finally, even the West Shore Railroad's measurement of 43.42 miles is considered incorrect by the Oneida Railway's engineers. Henry Throop tells us in his Report that the distance was 44.08 miles, while the General Electric Company relates that the distance was "a little greater than 44 miles." For conformity, this work will use mileage that reflects the length of West Shore Railroad mainline utilized.)

Other characteristics of this existing mainline trackage that had to be taken into consideration were a .48% westward grade from Canastota to near Quality Hill (as well as a .35% grade from Quality Hill eastward, the summit lying between Quality Hill and Canastota), a .58% eastward grade from Vernon to Vernon Grade, and a .58% westward grade from Clark Mills to Vernon Grade. Although of similar percentage, the Clark Mills to Vernon Grade ascending trackage was considered to be the line's "ruling" grade because of its 5.27 mile distance as compared to the Vernon-Vernon Grade ascent that was only 3.38 miles in length. (The eastward climb to Vernon Grade actually began at Oneida Castle, but the grade was of minor consequence until Vernon was reached.) Other track considerations were for crossing other railroads (Delaware, Lackawanna & Western- DL&W, Ontario & Western – three times, and Lehigh Valley-LVRR), freight yard trackage, team tracks, and water stations for which steam locomotion would still be used after electric conversion of the line. Because of the fact that speedy electric cars would have to interact with slower steam powered trains, it was decided to add two tracks (making four total) from the U&MV connection at Genesee Street in South Utica for cars coming on to and off of the electric system, to add one track (making three total) for 8.843 miles from Clark Mills to Vernon in consideration of Vernon Grade, and to add a new track from the Clockville Road bridge W391 to Canastota, a distance of 4.582 miles. On this last section, the Oneida Railway's Wampsville stub end line would be employed as would the grading previously done from Wampsville to Canastota that had been suspended, so that by including a new track this would become four track territory. With these added tracks, the total trackage to be electrified was to be 103.344 miles on the West Shore corridor, with an additional trackage length of 2.106 miles for connecting the West Shore mainline with the Utica and Syracuse city systems, i.e. U&MV and SRT.

Also to be undertaken throughout the 2, 3, and 4 track sections was wood tie replacement, and replacing the existing 67 pound-to-the-yard rail with 80 pound rail. All of this trackwork was to be undertaken by the New York Central maintenance forces who were guided by rail and track specifications developed by Dr. Plimmon H. Dudley (1843-1924) who had been in charge of developing superior steel rail for the NYC since 1890; his employment began with the railroad twelve years earlier. Dudley held patents for railway track, rails, spikes, and all associated metal parts needed and associated with installing track. He was the railroad's chief metallurgist, and had developed a means of inspecting rails for flaws, discovered their cause and remedy, and perfected design of steel rails so as to minimize defects and make them more impervious to cold weather. “Dudley Rail” of the 80-pound per yard variety **(shown in profile at right)** was 5 1/8 inches tall that stood on a 5 inch base (flange), and had a head of 2 21/32 inches. In addition to steel maker Lackawanna Steel Company that rolled this rail, it was also marked “80DY.” Plimmon Henry Dudley, considered to be the “Scientist of Rails,” also developed an early dynamometer car to measure locomotive output, invented a standard clock system whereby a “master clock” controlled satellite clocks, invented a track inspection system to detect flaws in rails with paint being ejected on to a rail where repairs were needed, and developed a means to protect timber railway ties from decay.

Additionally, on this Utica to Syracuse section of the West Shore there were 43 highway crossings (25 at grade, 14 underpasses, and 4 overpasses), 91 farm crossings at grade, 15 bridges over named waterways (one each for the Chenango and Erie canals), and 28 bridges for unnamed waterways and cattle passes that would have to be provided for in the total track and roadway rehabilitation and construction. In the new three and four track sections, all bridges and underpasses were widened by adding additional width on the north side of the existing trackage. To complete all of this work, the NYC would expend $466,433.26. Not included in this total expenditure was the cost for connecting the West Shore Railroad to the New York Central mainline at Kirkville. (A connection near Chittenango had been previously considered but was not approved for installation.)

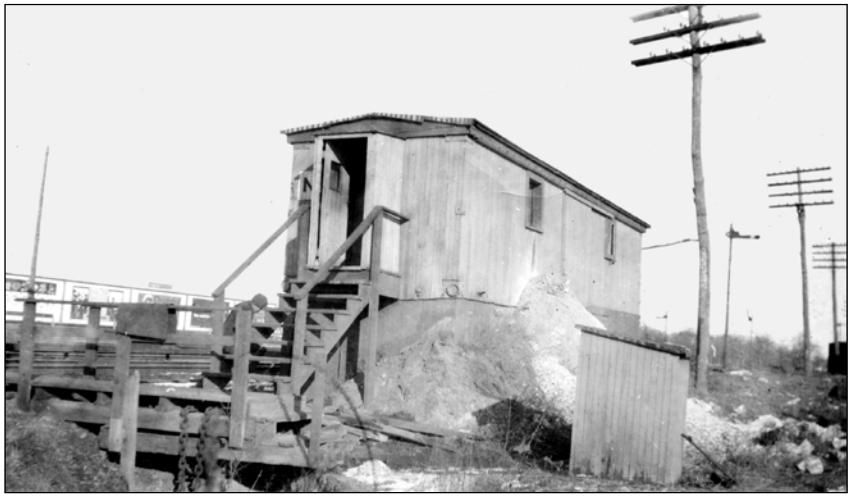
Kirkville Junction, as it came to be known, was where steam trains would exit the West Shore mainline westbound, with freight trains then being able to access NYC’s Dewitt Yard. Passenger trains would run around the yard and then be directed to either the NYC or WS Syracuse passenger stations. Westbound freight trains leaving Dewitt Yard would regain the West Shore mainline at Eastwood Tower and Block station WX; passenger trains destined to the Syracuse West Shore station were so routed at Eastwood, too. Eastbound steam trains ran in reverse to westward trains, and in so doing, all West Shore steam trains avoided the Eastwood to Kirkville section of the West Shore mainline that would be reserved exclusively for electric operation.

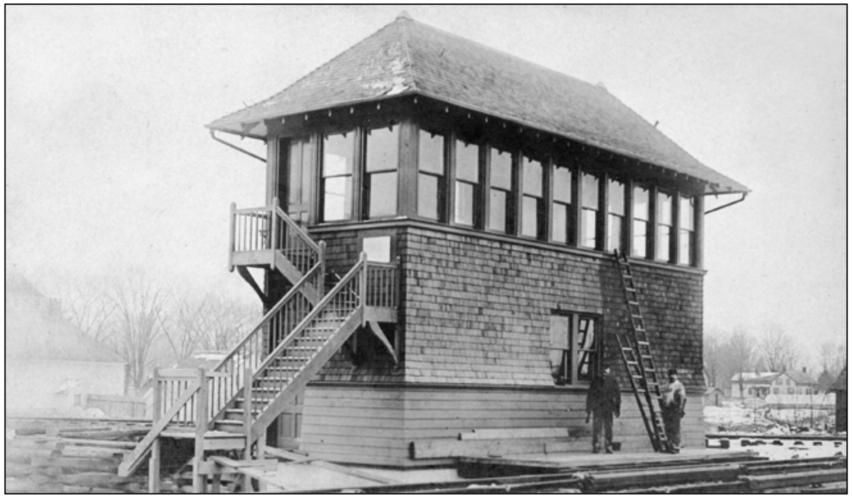


N. Y. C. LINES DUDLEY 80 pounds per yard

Upgrading the signal system was also undertaken by the NYC in association with the General Railway Signal Company (GRS) and Union Switch & Signal Company (US&S), with Utica Supervisor of Signals and Block Stations F. B. Wiegand and Henry Mallett, chief inspector of signals for the Mohawk Division of the NYC, overseeing their installation. Signal improvement costs – as well as the building of thirteen block stations (that were to be equipped by GRS and US&S) – was to be shared equally between the New York Central and the Oneida Railway Company. (Note: Terminology referring to block stations, signal stations, and interlocking towers all describe a building with a similar function. However, on the NYC mainline, these buildings are generally called towers, while on the West Shore Railroad these buildings are referenced on official drawings as both signal stations and block stations. In this work, these new buildings will be called only block stations, or abbreviated B.S., to avoid confusion.) These block stations were to be strategically placed so that their operators – under direction of the South Utica dispatcher – could shunt electric cars from one track to another to pass slower steam trains, thus maintaining their schedule. The improved signal system – in association with the manned block stations – would allow electric cars to be run bi-directionally on either West Shore mainline track rather than have a dedicated eastbound and westbound track. In three track territory only the middle track was to be bi-directional, and within the four track territory two tracks each were dedicated for operating either east or west bound.

Block stations were determined to be needed in South Utica where the two entrance/exit tracks merged into the double track West Shore mainline. This location was also where the WSRR crossed the DL&W at grade. The building put up here – at milepost 232.7, which would both protect the DL&W crossing as well as direct cars on to and off of the WSRR, was designated B. S. WU. The next westward block station was positioned at milepost 233.3 in New York Mills. This was where the O&W's Utica Division crossed the WSRR mainline at grade and was the location for the WSRR's New York Mills station. This block station was named NF. (Nearby, the O&W had a station it called New Hartford.) The next westward block station was CR, which was built east of Clark Mills. Although originally thought to be of need, B. S. CR was taken out of service in 1917 when its pur-

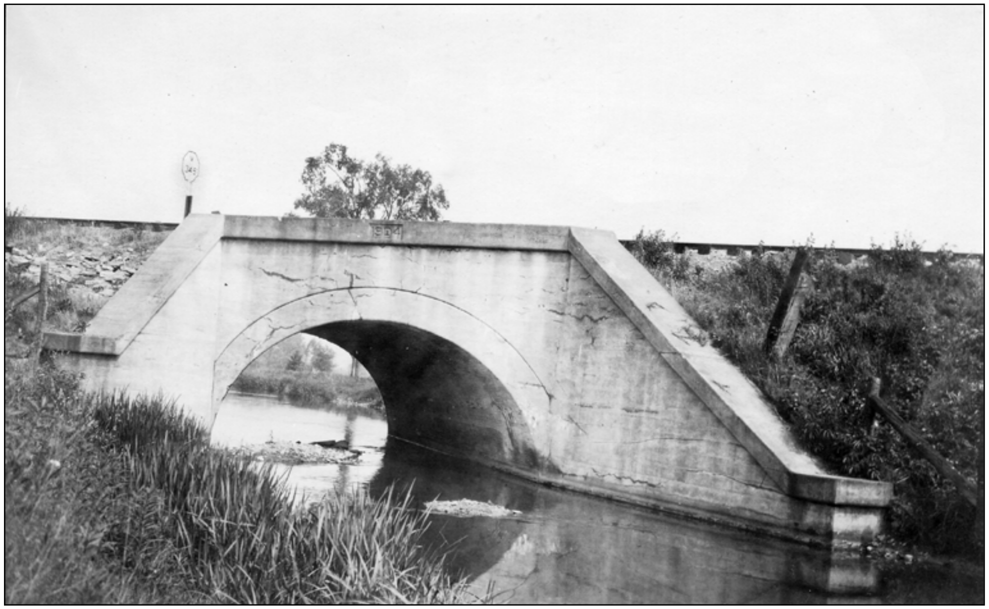


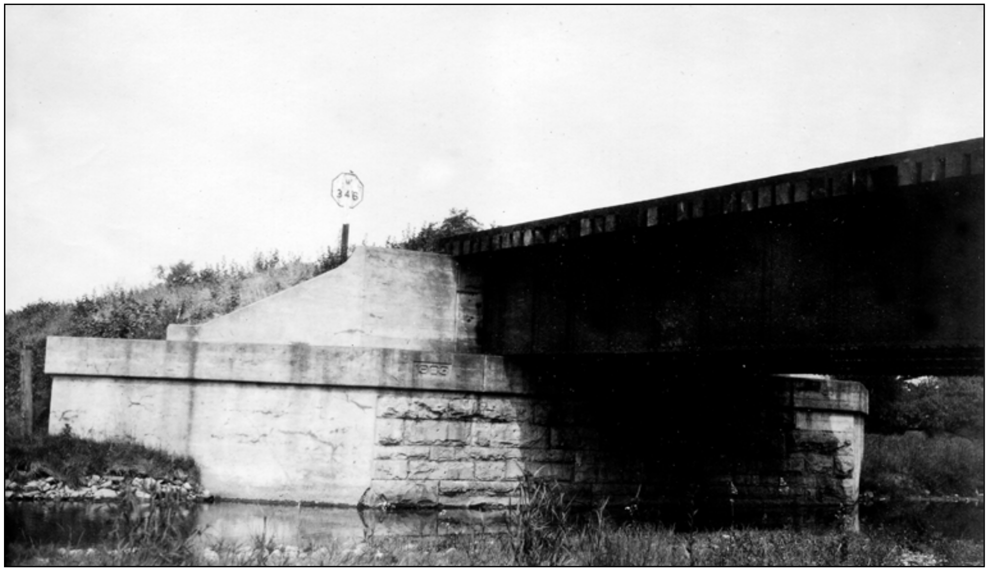


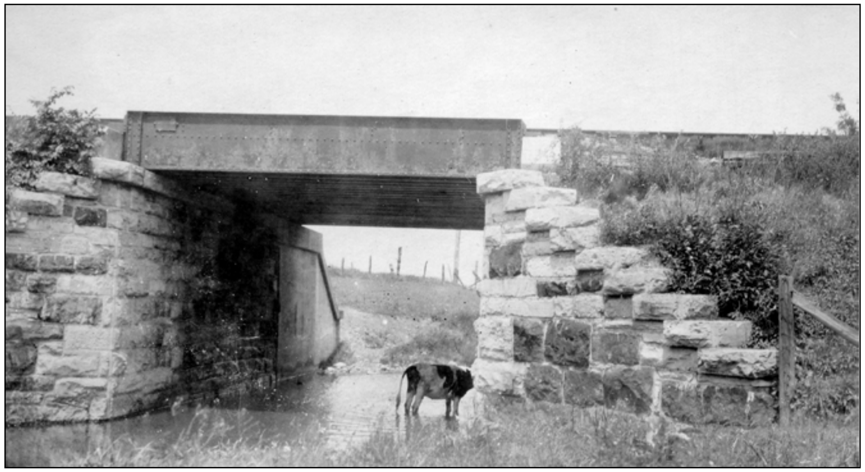
Top- Prior to constructing B.S. NF at New Hartford, this retired carbody served as the block operator and maintainer's building with its NF designation barely visible next to the door opening. Later, a more traditional form similar, but not identical, to B.S. AK at Clark Mills (above) would replace the carbody structure. WSRR tracks are in the foreground, O&W's Rome Branch trackage is to the rear. Collections of NARA and A. Bruce Tracy.

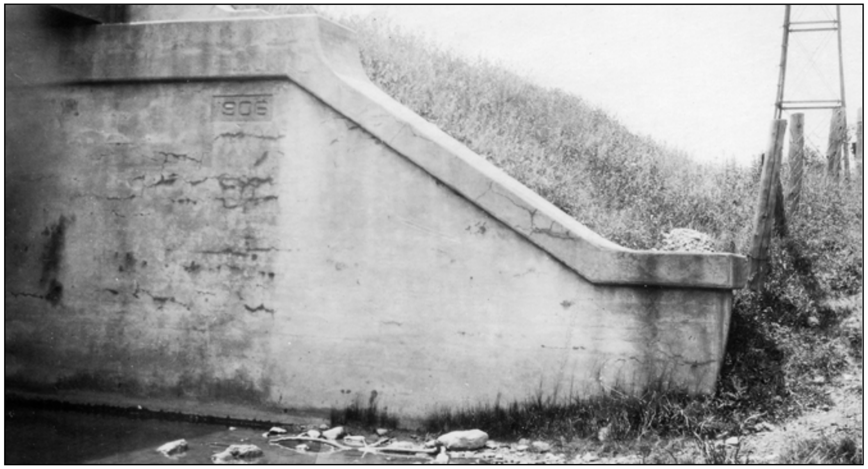
Bridges and Crossings

Left- Bridge W345 (top) allowed the West Shore Railroad to cross the relocated course of the Chenango Canal in New York Mills. Because the canal was no longer in operation the State of New York allowed for the moving of its waterway; its prism was not similarly moved. To its immediate west was 2-span bridge W346 (bottom) that crossed Sauquoit Creek. Because W345 was not an original bridge, concrete was used for its construction throughout as shown from its south side. The north side of W346 reveals original stonework as well as concrete that was used to widen and strengthen the bridge abutment. In both pictures, standard bridge signs are shown. The length of arch bridge W345 was 16 feet; deck-girder W346 was 104 feet in length. Both bridges were photographed on June 14, 1919. NARA collection. (Note: A word about NARA collection photographs. They were taken during the 1917-1919 period when railroad valuation was being undertaken by the federal government. The pictures are many times of inferior quality and often display a lack of technique. The reason being they were generally taken by inexperienced engineers who were mostly concerned with construction of the subject and unfamiliar with photographic skillful composition. Nevertheless, in many cases, these pictures are the only surviving images of bridges, structures, crossings, etc. and they should be viewed and appreciated in that light.)

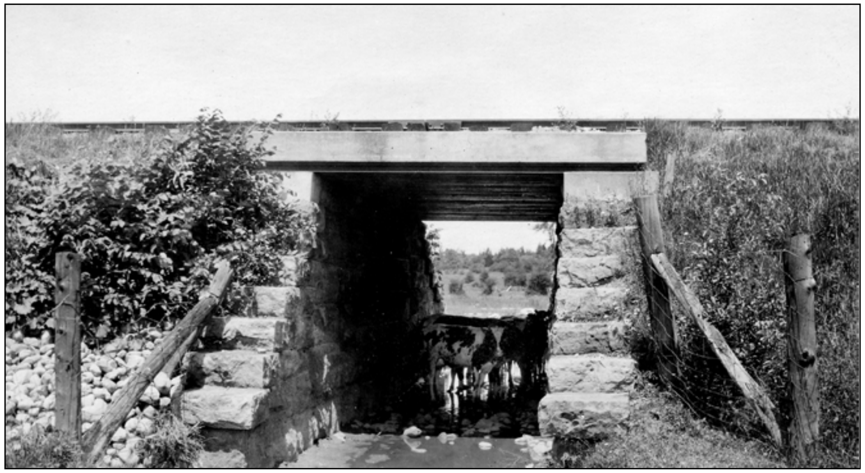




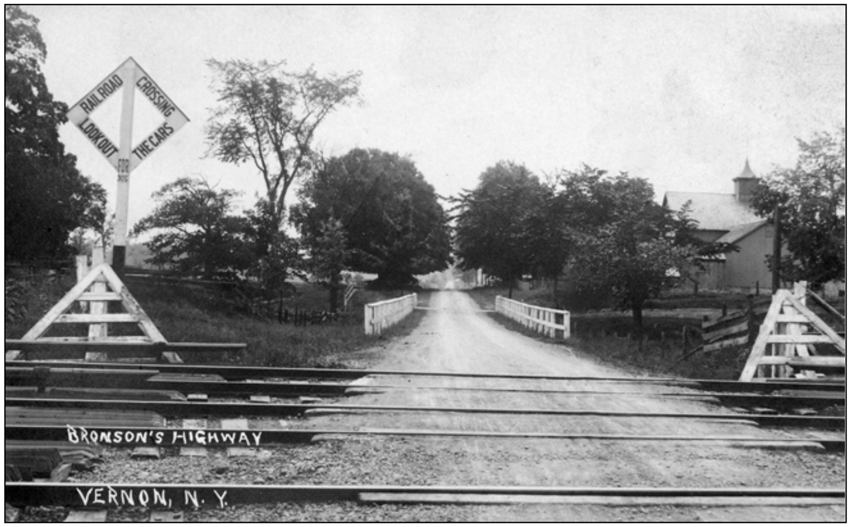




Above- Bridge W358, west of Clark Mills, let Gulf Brook flow under the 3-track Vernon Grade section of the West Shore. It also provided shade for an occasional bovine (left) where its south face is composed of stone, while its north side (right) is of concrete. The short span having been widened in 1906 just in time for electrification of the line. Both pictures were taken on June 14, 1919, hence the presence of the transmission line tower at upper right.



Above- Besides the 15 bridges for named waterways, 28 other bridges allowed unnamed streams and cattle to pass under the railroad. Bridge W375 (above), just east of sub-station #2 at milepost 248, appears to serve both purposes. Its picture was taken on June 27, 1919. Right- Although this roadway appears to be a rural crossing of the railroad, Bronson's Highway, looking south, connected the Seneca Turnpike with the city of Rome. It is today's Route 26. Above and top- NARA collection, right- A. Bruce Tracy collection.



pose was considered to be of little operational value. Clark Mills' other block station, AK – at milepost 238.2, had a much more important purpose since it sat at the crossing of the WSRR mainline and the O&W's Rome Branch. Block station AK also controlled the east end of triple track territory that extended westward to B. S. VO at 246.7 in Vernon. In between AK and VO sat B. S. VG (at milepost 243.4) that controlled the switchwork enabling trains to be shunted from one track to another providing operational flexibility at the summit of this ruling grade.

West of B. S. VO the WSRR returned to two tracks, and the next block station was situated at milepost 252.0, which was immediately west of Castle station in Oneida. This building's designation was YO, and initially it provided little service other than controlling switchwork so cars could cross from one track to the other safely, as well as controlling the switch that allowed the WS and O&W to utilize the staging area previously mentioned that was of logistical value in 1902 for electrifying the original Oneida Railway Company and would assume a similar role during the West Shore's conversion. Four years after the West Shore was electrified, however, B. S. YO would gain a more significant importance by being the facility that controlled the movement of local service West Shore electric cars to and from Oneida city trackage.

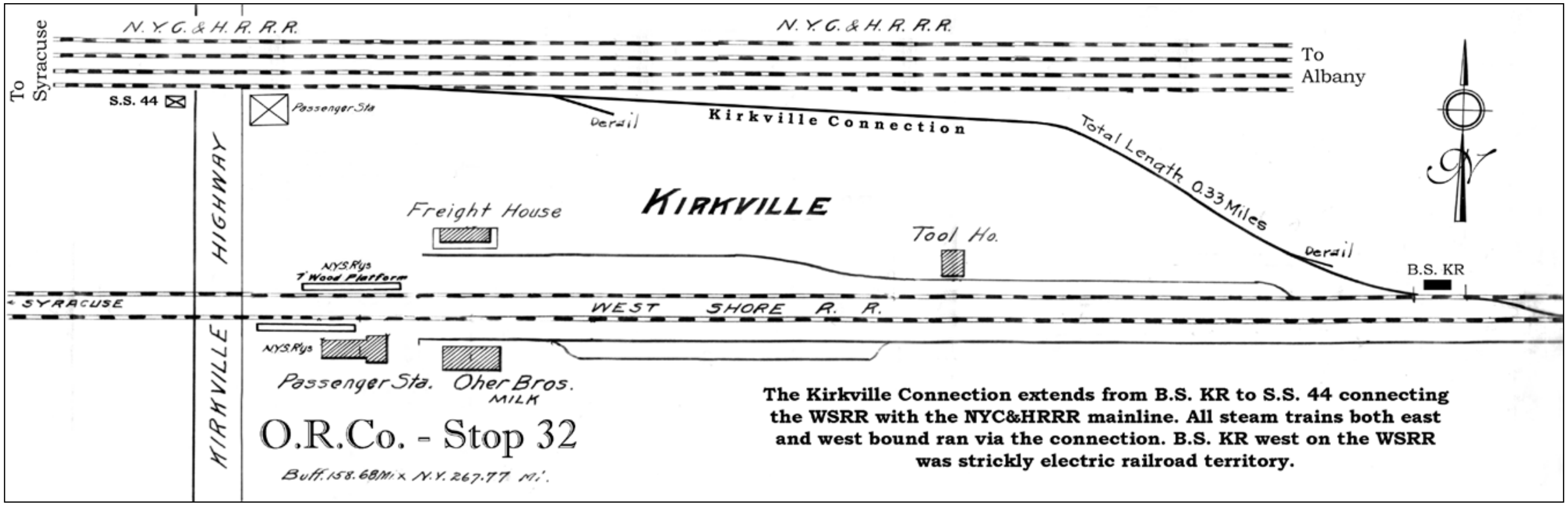
The next block station was built immediately west of bridge W391 at milepost 253.7, and its call sign was CV. You may have noticed that the call sign for some of these block stations reflects a local connection: CR and AK- Clark Mills, VG- Vernon Grade, VO- Vernon, and now CV for Clockville Road. The origin for block station NF is derived not from its being at New York Mills on the WSRR but because it was at New Hartford on the O&W. For block stations named WU and YO there does not appear to be any connection to their locations, and these initials may have simply been selected from available letters not associated with any other block station, signal station, or interlocking tower.

Block station CV was placed at the east end of the 4.582 mile long section containing four tracks that extended to B. S. CD in Canastota. At B. S. CV, a towerman could direct cars on to and off the original Wampsville stub track that had been lengthened to B. S. CD as well as the new track that was added on the north side of the WSRR mainline. Block station CV, in much the same manner as B. S. YO, would have greater importance placed upon it when local electric cars began running into downtown Oneida in 1911, utilizing the original OR right-of-way in Main Street as well as the 1902 extension in Lenox Avenue/Clockville Road. Block station CD, at milepost 257.7, controlled the western limits of the 4-track territory as well as the West Shore's crossing at grade of the LVRR.

Beyond Canastota, North Chittenango's block station CT sat just east of the West Shore's depot at milepost 263.8. Its purpose was to add flexibility by controlling switchwork so that cars and trains could cross from one track to the other within this 2-track territory. All of the block stations from WU to CT were built and equipped by General Railway Signal Company.

Block station KR (for Kirkville Road, at milepost 267.5) provided similar flexibility at Kirkville, but its towerman also controlled the movement of steam trains on to and off of the Kirkville Junction connecting track between the WS and NYC mainlines. At milepost 271.8, block station MU at Manlius Centre (Minoa after 1919) controlled crossover switchwork for bidirectional running flexibility, and the last of the thirteen block stations was WX in Eastwood at milepost 275.3. Block stations KR, MU, and WX were built and outfitted by the Union Switch & Signal Company.

At B. S. WX, the electrified portion of the WSRR mainline ended and new trackwork was installed to connect the WSRR with the SRT's Burnet Avenue line. Block stations WX and WU



The Kirkville Connection extends from B.S. KR to S.S. 44 connecting the WSRR with the NYC&HRRR mainline. All steam trains both east and west bound ran via the connection. B.S. KR west on the WSRR was strickly electric railroad territory.

were effectively the western and eastern limits of the WSRR mainline electrification even though new trackage would be installed at the eastern end from B. S. WU to Genesee Street so that cars could gain the U&MV trackage and run to the Utica terminal that was situated across from the Central's mainline Utica station. At the time of the block station planning, the location of the Syracuse terminal had yet to be decided upon. Still, new trackage had to be installed to connect track at B. S. WX to the Burnet Avenue line of the Syracuse Rapid Transit.

All of the block stations were designed to be of the "armstrong" type, meaning that they employed levers that a towerman had to move with his "arms" to turn switches and change signal indication so that a desired route could be effected. The number of levers installed in the block stations varied due to location, the number of tracks, and desired flexibility. They could contain as many as 56 levers such as at AK, or 52 at CD, but most block stations housed a 32-lever machine. Block station YO contained 36 levers. In early 1906, Loomis Allen projected a cost of $150,000 for the upgrading of the signal system and erection of the 13 block stations.

With the transmission line, sub-stations, trackwork, signal and block stations, and the order for fifteen electric cars from the J. G. Brill Company in March 1906, all being planned and contracted for, what was left for the Oneida Construction Company to do?

For one thing, they would have to construct all of the shelters and platforms that would make up the 41 planned Stops along the electrified section of the West Shore's mainline. The Stops were numbered sequentially from east to west using whole numbers, the only exception being Stop 19½ that was only seven hundred feet distant from Stop 20 in Oneida Castle. Thus, even though the highest numbered stop was 40 there were indeed 41 Stops. The shelters and platforms were to be built in combination so that one shelter/platform set would be furnished for keeping passengers out of the elements on each side of the track at every Stop location. The OR, U&MV, NYC planners, however, did propose to utilize all of the existing West Shore stations between South Utica and Eastwood except for

New York Mills and Vernon Grade. The stations to be incorporated into the new electrified system were Clark Mills, Hecla, Vernon, Castle, Canastota, North Chittenango, Kirkville, and Manlius Centre. At these locations, use of the West Shore built wooden structures would negate building a shelter on the side of the track where the existing station was located, only needing a shelter/platform combination built on the other side of the track. At some existing station locations a platform would be built.

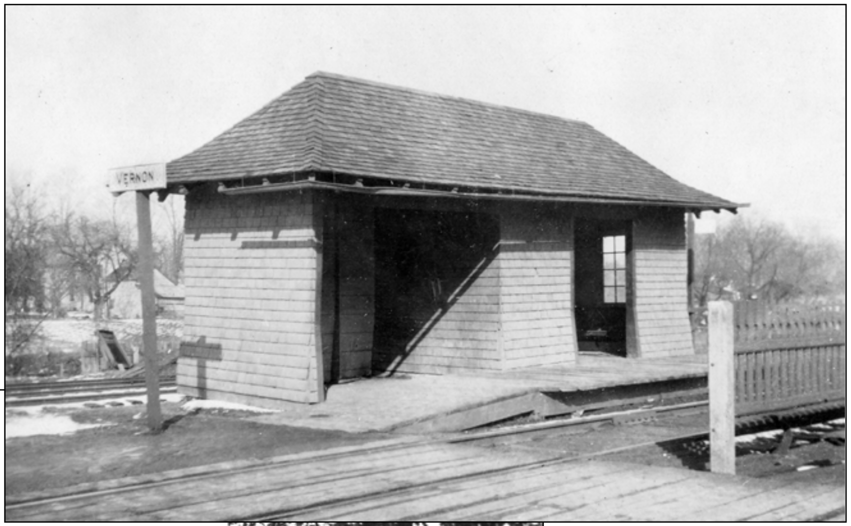
Planners called for all shelter houses to be 5'X10' in size, enclosed on only three sides, and having a roof. Few exceptions deviated from this standard plan; Clark Mills, Vernon, Sherrill, Castle, and Wampsville shelters being notable by their exception to this size and enclosure. All shelters were to be painted green. The platforms came in widths of 7 and 10 feet, with all platforms being 120 feet long and with illumination provided by electric lighting sets of 5 lamps. The cost for constructing the 48 shelters and 65 platforms needed was estimated to be $20,440.

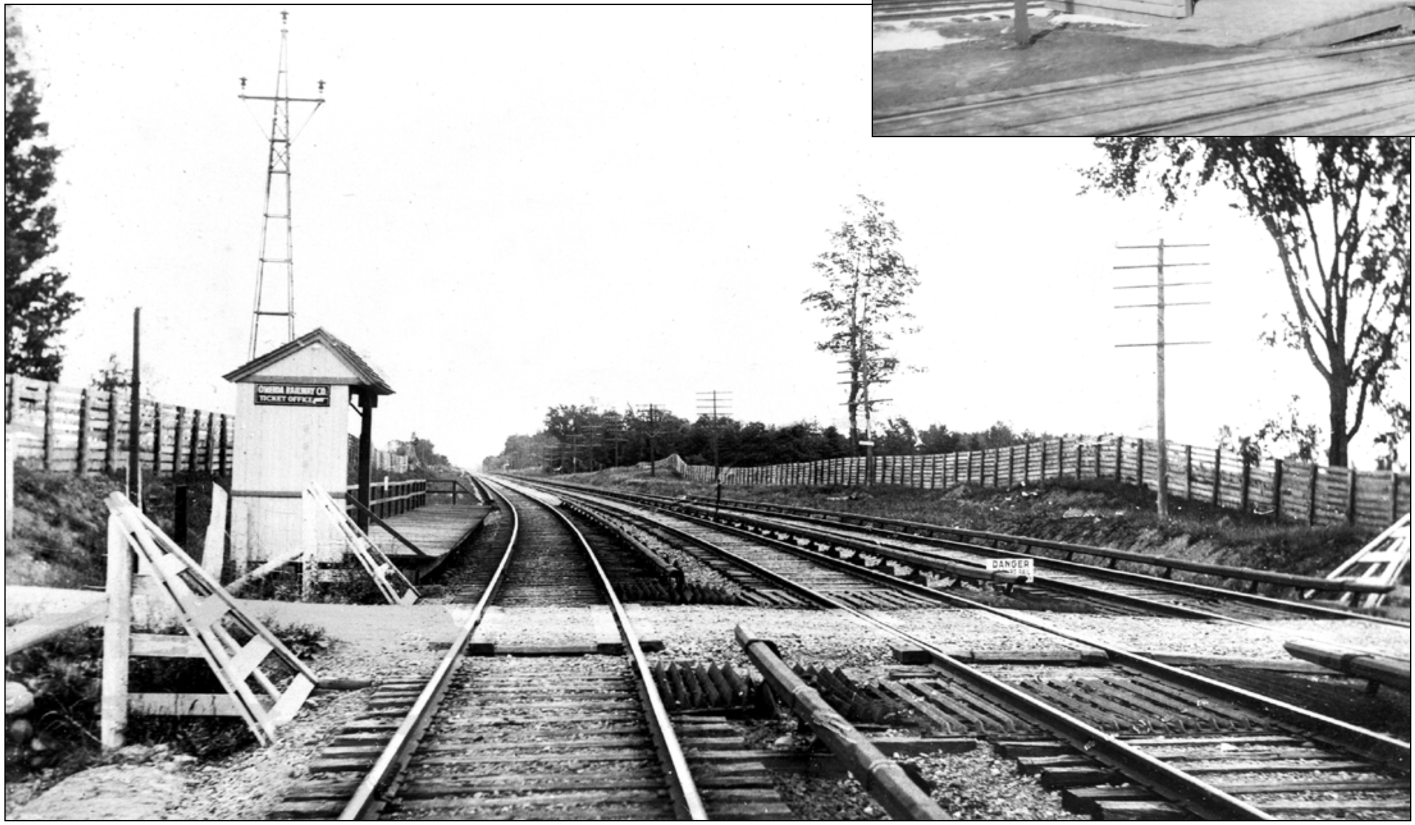
Oneida Construction Company forces would also get a second job; one that was more technically involved as compared to building wooden shelters and platforms. But, during the planning stage of 1905 and early 1906 it was still undecided as to how the electricity was going to be delivered to the cars. This uncertainty over whether an overhead or third rail delivery system would be employed in electrifying the West Shore created an unknown factor for the tie renewal program to be undertaken by the NYC, as well as at the Archbold-Brady Company who had assumed the delivery system would be via an overhead trolley line. The use of that type system may even have been unofficially circulated. Henry Throop tells us in his "Report" that, "It was originally planned to use an overhead system, employing steel overhead bridges and a catenary suspension for the trolley wire. These bridges were to be similar in appearance to NYC signal bridges and spaced 300 feet apart along the right-of-way." Because this was thought to be the type of delivery system used, the Archbold-Brady Company had begun to build components for the overhead bridges and designed the means by which the trolley wire would be suspended from the bridge steelwork. This work, on the part of A-B, had been undertaken in preparation for bidding on an overhead delivery system contract where their support bridge fabrication could be used as an example of their proposal. How this uncertainty over delivery systems affected the NYC's tie renewal work was that if a third rail system were to be used then every fifth tie would have to be 9 feet 8 inches long (one foot eight inches longer than a standard tie of the period) to accommodate mounting a bracket to which the third rail would be fastened. By March 1906 it became clear that a definitive decision would have to be made regarding the electrical delivery system for use on the West Shore, and that decision was made on March 15, 1906 by the president of the Mohawk Valley Company.

The Mohawk Valley Company (MVCo) was a corporation formed during February 1905 to hold and manage all of the New York Central's electric traction interests in central New York. It was organized with a capital stock of $100,000, but by the end of its first year that amount was increased to $10 million dollars. The MVCo was now the parent company for the U&MV, OR, SRT, as well as all of the Central's electric holdings from Schenectady to Rochester, and all of that money was slated for electrifying the West Shore from Utica to Syracuse and for improving all of the other electric lines. Funds were also set aside for studying the electrification of other portions of the West Shore as had been envisioned statewide by Andrews and Stanley and by John Boyle locally. It was the Mohawk Valley Company, therefore, that was charged with implementing the electrical expansion desires of the New York Central and being the holder of the purse-strings to pay for the Oneida Railway Company's electrification specified above.

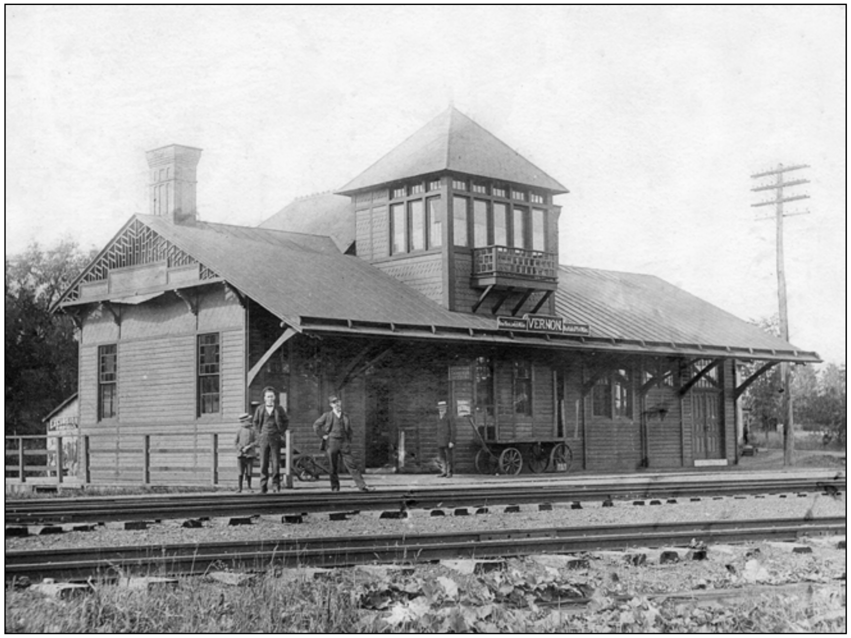
Shelters and Platforms

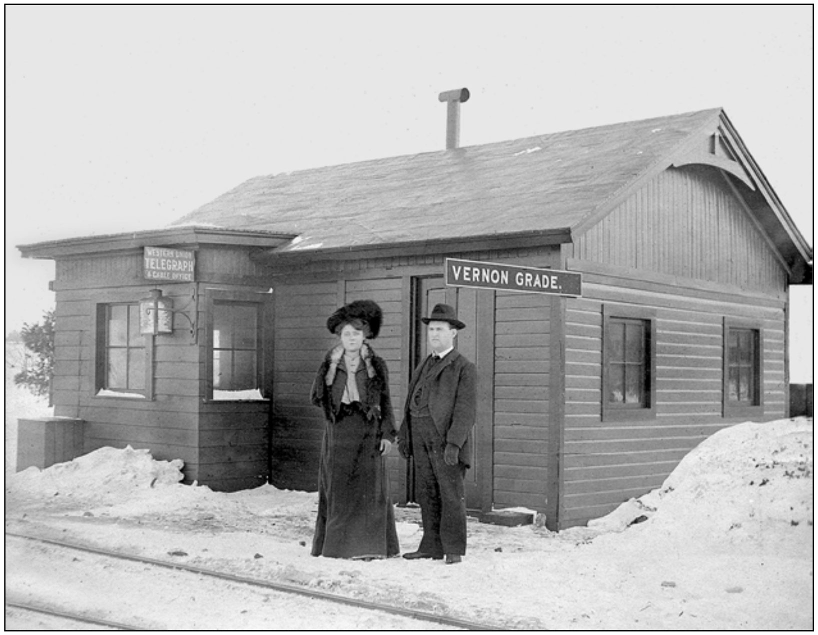
Wooden shelters and platforms were to be provided at all of the 41 Stops, and while the preponderance of these accommodations were of a standard size, several variations were built. At Bronson's Highway (Stop 14) below, the view looks east with a standard 5'X10' open 3-sided shelter sitting atop a 7'X120' standard platform. The ascending grade to Vernon Grade is quite noticeable. Platforms came in 10-foot widths, and larger shelters – such as the 8'X30' structure at Vernon (Stop 16) right – were generally located at busier Stops or where a WSRR depot was also in use. All shelters and platforms were given building numbers, with these being #243 & 297 at Stop 14, and #269 & 299 at Stop 16. Barstow and NARA collections.





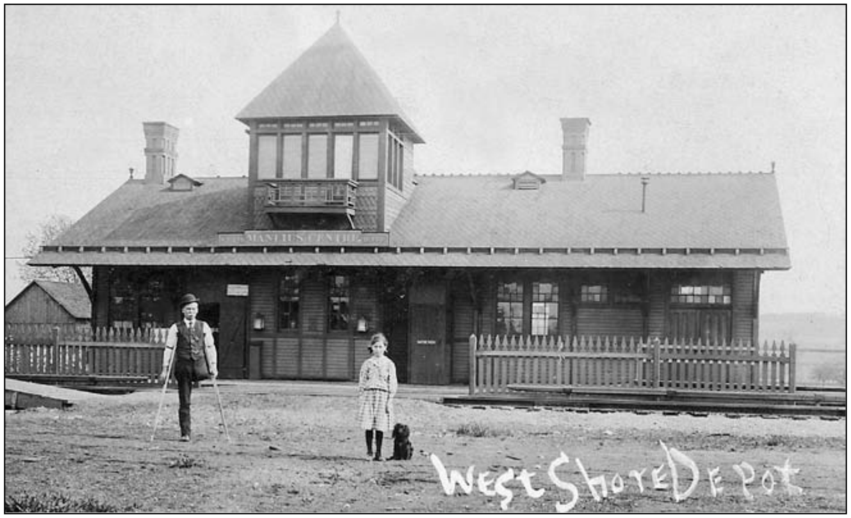
Track numbering on this portion of Vernon Grade was – left to right:
#2- north, for westbound traffic,
#1- middle, for bidirectional movement, and
#1- south, for eastbound traffic.





West Shore Stations

At nine of the forty-one Stops, West Shore Railroad stations were used by the Oneida Railway Company and later New York State Railways. The standard design stations – with unique roof-mounted telegraph operator's dormer – at Vernon (Stop 16) above left, and Manlius Centre (Stop 34) right, were two of the depots used by 3^rd^ rail passengers desiring to travel east; shelters/platforms were provided for westerly travel. Vernon's portrait pre-dates electrification, while the Manlius Centre scene displays a break in the third rail and shows transition rails that were also referred to as "approaches" or "inclines." The gentleman requiring crutches is Agent William T. Guiles; the little lass being his daughter, Grace. Let's call the pooch "Blackie." Vernon and Minoa Historical Society collections. The Vernon Grade depot and a handsome couple (above right) were photographed by Virgil Lewis prior to electrification. It sat at the junction of the WSRR tracks and Pines Highway but was not utilized as a component of Stop 13. Possibly it met its demise by fire prior to electrification planning.

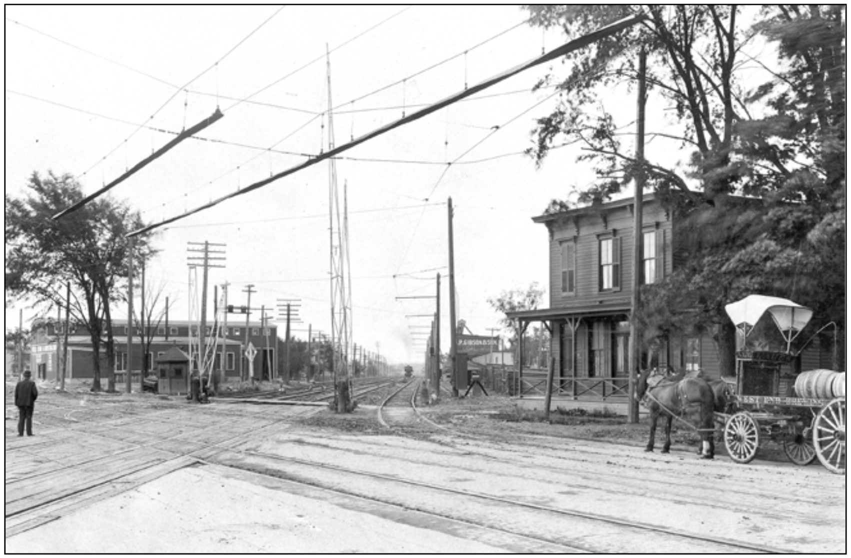


Who was selected as president of the Mohawk Valley Company? On December 15, 1905, the New York Times told the world: “Horace E. Andrews, the traction magnate who controls the Cleveland (electric) lines and is president of the Syracuse Rapid Transit Company and Utica & Mohawk Valley Railway, will begin to take charge of all NYC&HRRR electric railway projects from William K. Vanderbilt II. Andrews will be in charge of the actual operation of the NYC’s electric lines, while W. K. Vanderbilt II will continue only to be in charge of their financial affairs.” Two days later, the Utica Sunday Tribune further advised readers: “Horace E. Andrews, as sole owner of all the stock (sic) of the Mohawk Valley Company, a corporation formed to take over all the holdings of the New York Central and other interests in electric trolley lines in the state, stands today as the most dominant figure in the electric railroad world.” (This statement is somewhat incorrect in that the New York Central held sixty percent of the Mohawk Valley’s stock, while Andrews had the remaining forty percent in his pocket. Nevertheless, it does serve to inform readers that Andrews was a powerful figure within the electric traction arena.)

On January 22, 1906, Horace Andrews resigned his presidency with the Cleveland Electric Railroad Company (CERRCo) and moved to New York City where his reign as supreme electric czar took place from within an office in Grand Central Terminal. At this turn of events, Willy Vanderbilt sailed off to Europe with his wife for an extended stay, and John J. Stanley became president of the CERRCo. With Horace in New York, John in Cleveland, and Willy running about Europe, Loomis Allen remained in central New York to manage the electrification of the West Shore and oversee the operations of the U&MV and SRT as general manager and a soon-to-be vice-president. While both Willy and John would maintain officer positions within the MVCo and its holdings, they would never ascend to a more lofty position at the MVCo than vice-president. This separation, of Andrews in New York City and Stanley in Cleveland, directly brought about the end of the Andrews-Stanley syndicate, and even though Horace and Willy were supposed to work jointly for the MVCo little was heard again of the Vanderbilt-Andrews syndicate. To his benefit, however, William K. Vanderbilt II would become the last Vanderbilt to be associated with officer status of the New York Central; his position lasting many more years after the death of Horace Andrews in 1918.

Two weeks before the MVCo made the decision as to which form of electric delivery system was to power the electrified West Shore, the “Ogerita” arrived in Utica from Weehawken. The Ogerita was a self-propelled gas-electric passenger car manufactured by the Strang Company, and its arrival in Utica was via a test run over the West Shore Railroad where its top speed of 42mph could be attained at many places along the line. The MVCo closely monitored the movement and operation of the car, but concluded that it was too experimental of a “gadget” to replace the now more widely acknowledged benefits of electric propulsion.

The time was now at hand for the decision to be made for electrically powering the West Shore. On March 15, 1906, at a meeting held in New York’s Grand Central Terminal, Horace Andrews for the Mohawk Valley Company announced that the Oneida Railway Company would adopt the Wilgus-Sprague underrunning type of third rail for delivering power to cars from Utica to Syracuse. Almost immediately, a contract was entered into with the Lackawanna Steel Company of Buffalo, N. Y. for it to supply 6,000 tons of 70 pound-to-the-yard “bullhead” third rail in 33-foot lengths that would be installed between South Utica and Eastwood to electrify the West Shore Railroad. “Bullhead” rail is characterized by having a rail head at both its top and bottom separated by a short web. Regular rail consists of a head, web, and flange. The cost of this bullhead third rail was nearly $225,000. The Lackawanna Steel Company would also produce the 80-pound Dudley-designed rail that the NYC installed throughout the West Shore's conversion trackage between Utica and Syracuse. Dr. Dudley also developed rail with composition and characteristics suitable for enhanced transmission of electric current for use as the third rail.



Above- At South Utica the ORCo's changeover point was established between Genesee Street and B.S. WU along both the north and south sides of the WSRR 2-track mainline. Looking westward, the U&MV New Hartford-Clinton line tracks can be seen within Genesee Street (foreground), while the track to the north side changeover point can be seen curving to come abreast of the WSRR. Overhead delivery system wires can be seen above all tracks, but the beginning of third rail territory is only vaguely seen about 100-feet west of the curving track. A steam train approaches in the distance; a West End Brewery wagon (right) is making a delivery. Oneida County Historical Society collection.

With the decision for third rail use and the contract with Lackawanna Steel Company in place, the Oneida Construction Company now had a second job; installing the third rail along the double, triple, and quadruple trackage between South Utica and Eastwood, for which they would eventually be paid $328,649.29. The total trackage amounting to 103.344 miles. An additional 2.106 miles of third rail *and* overhead trolley line would need to be installed from Genesee Street to B. S. WU and from B. S. WX to the SRT's Burnet Avenue line. These two sections of new trackage, employing both the overhead trolley line and third rail, would become the "changeover" points where electric cars would have to stop to change from overhead to third rail delivery systems. Electrifying the 2.106 sections with both types of delivery systems would cost an additional $171,621.38. And, New York Central sectionmen now knew that every fifth tie – costing $1.70 each – would have to be 9 feet 8 inches long. In the end, it was cheaper initial cost, greater availability of materials, and greater flexibility for future expansion that made the use of the third rail system more desirable. In his Report, Assistant Engineer Throop additionally acknowledged that: "Due to the fact that the over head catenary system construction limited the width of trackage, was costly, and required a longer time to install were (all) considerations for adopting the Wilgus system."

With decisions made, contracts awarded, and construction forces gathered, the time had come to convert the longest stretch of steam powered railroad mainline to electric power. Because the electrified third rail line, as it would come to be known, connected to city lines that used the Sprague-designed overhead trolley system, the West Shore electrification route would be unique in the annals of such conversion and employment of electricity. Somewhere along the way, everyone seemed to forget that Frank J. Sprague had played a role in developing the third rail system, too.

Although the final decisions to electrify the West Shore using the third rail system was not made until March 15, 1906, the work of converting the Utica to Syracuse section for electric operation had actually begun on July 25, 1905 just as Horace Andrews had stated.

CHAP. 5

How’d They Do It?

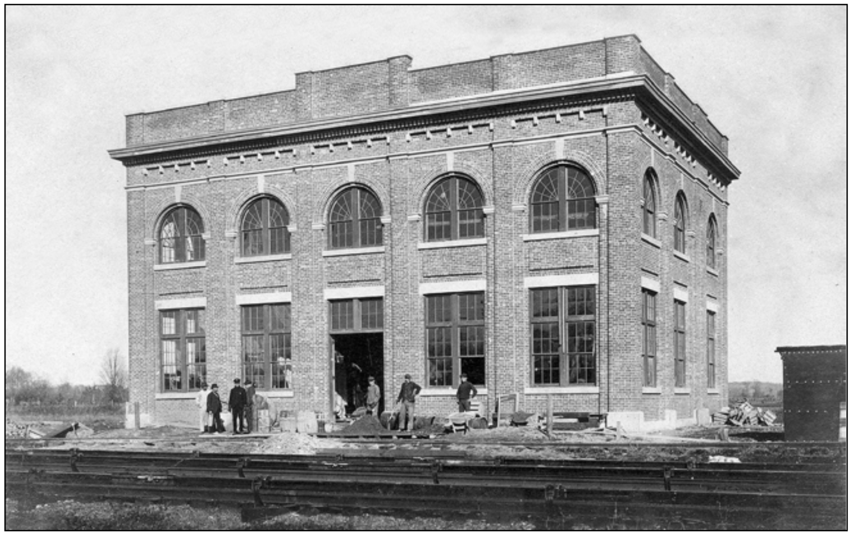
In the Introduction I let the cat-out-of-the-bag by informing you that the Oneida Railway Company’s electrified third rail line opened for regular passenger service on June 16, 1907. That historic event was less than two years after the West Shore Railroad’s conversion construction commenced on July 25, 1905. During that short period of time – with work being suspended during the winter months – electric power plants were built, transmission towers erected and conductors strung, sub-stations were built and equipped, nearly 44 (route) miles of original and added tracks had been improved and put down, and over 105 total miles of third rail was installed. Not to mention a couple of miles of overhead trolley line at the changeover points. It would be impossible to accomplish so much work – or even the environmental impact studies – in such a short period of time today. This is how they did it then.

The Hudson River Electric Power Company’s (HREPCo) work – although not a part of the Oneida Railway Company’s endeavor, was directly associated with it because the power company had been contracted with (February 1906) to supply the third rail’s electricity. On June 30, 1905, the HREPCo began supplying the Utica & Mohawk Valley Railway’s Little Falls-Utica-Rome system with power produced from a new electric generating steam plant located on “the flats” near the New York Central’s roundhouse along the Mohawk River in Utica. Construction on this generating station that would produce 8,000 kilowatts of electricity had commenced only two months earlier! Increasing the capacity of this steam plant so it would produce 10,000 kilowatts began on May 2, 1906. This was done because the company was unsure of when it would complete its Spiers Falls hydraulic generating station, when its 100-mile transmission line from there would be completed, and when the third rail line might begin abbreviated service prior to complete operation. So, there was a degree of urgency on the part of HREPCo to increase capacity at its Utica plant.

The HREPCo had to connect its Spiers Falls facility to the Utica power plant via a 100-mile long transmission line that would be routed via Ballston Spa, Amsterdam, Johnstown, and Little Falls. From its Utica plant, the company would then also have to construct an 8-mile long transmission line that ran to the Oneida Railway Company’s main sub-station (#1) at Clark Mills. It was this latter line that would carry the 60,000 volts of alternating current from which 600 volts direct current was to be produced at the sub-station to energize and operate the third rail system. The two Hudson River company transmission lines were not identical; the longer of the two utilized galvanized angle bar constructed towers weighing between 4,200 and 8,000 pounds each, were mounted on 17-foot square concrete foundations five feet deep, were 400 to 750 feet apart with an average number of towers per mile being 10, and supported 4 wires that were fastened to porcelain insulators weighing 45 pounds each. The Utica to Clark Mills electric company transmission line employed 80 steel towers, each 50 feet high, spaced 520 feet apart, and carried 4 copper cables (with hemp centers) supported on porcelain insulators. The towers for the Utica to Clark Mills transmission line began to be put up on August 21, 1906 and the last tower was completed on December 29 of that year. At the end of October, the company received the 6-stranded copper wire that was the equivalent to #000 wire, and immediately began the stringing process so that on January 19, 1907 the nearly 8-mile long line was declared complete. This line was first tested on February 13, 1907 by sending 60,000 volts of electricity through the wires for sixteen minutes, after which the transmission line was deemed well-built and satisfactory. The transmission line from Spiers Falls went under construction on February 7, 1906. The following month the line had reached Ballston Spa, but it was not completed to Utica until after initiation of service on the electrified third rail line had begun. Until then, the upgraded steam plant at Utica provided all the power for both the U&MV and ORCo operations.

Work on building the four sub-stations by the John F. Hughes Construction Company began at the Manlius Centre (#4) facility on May 1, 1906. The company then began work on the main sub-station at Clark Mills (#1) on May 14, Vernon (#2) on May 29, and Canastota (#3) on August 15, and all four buildings were ready for electrical apparatus installation by January 1, 1907. The buildings being all of identical configuration, except for the exit portholes at Manlius Centre, the construction was relatively straight forward. At Manlius Centre, however, the site selected for the #4 sub-station was found to have quick sand and mud that had to be stabilized by excavating the unstable material and then placing it on top of a series of layered planks. This plank flooring was deemed suitable for the side walls to be built upon, at which point the superstructure rose the same as at the other three buildings.

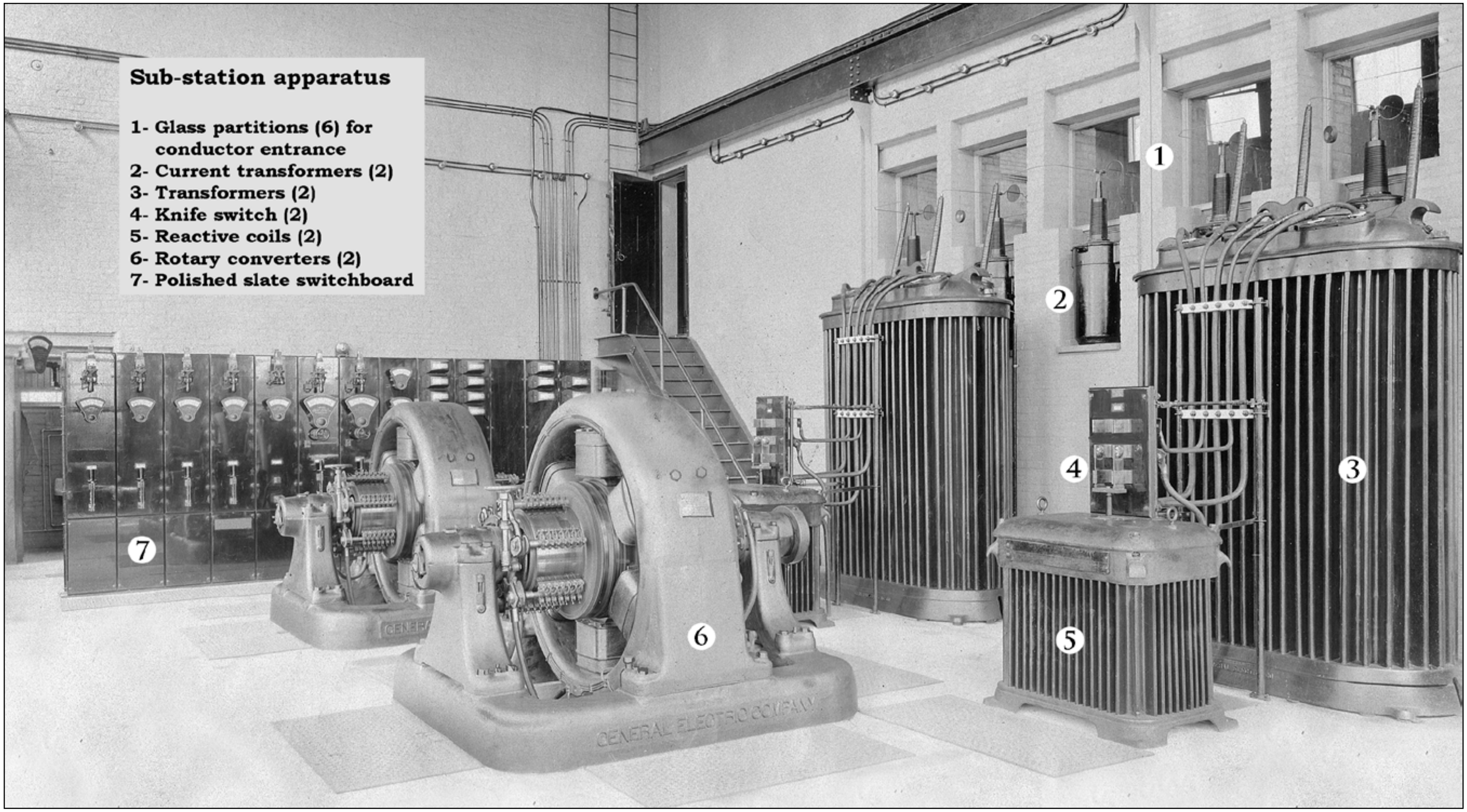
Although the Oneida Railway declared the four sub-stations complete at the same time, #4 was finished by the end of September 1906, whereupon the General Electric Company began installing that sub-station's components. Installation of components at the other sub-stations was delayed because some of G.E.'s electrical apparatus was damaged during shipping, and it was not until after February 1907 when replacement components arrived and could be installed. Thus, when the HREPCo tested its transmission line between Utica and Clark Mills, sub-station #1 had yet to be operational. Nevertheless, the Oneida Railway hired its chief sub-station operator, F. E. Jewell, in February; he occupied an office within the #1 sub-station. After both the Hughes and General Electric companies completed all of their work at the four sub-stations, the cost for each was tallied: #1- $46,546.38, #2- $47,522.62, #3- $47,018.68, and #4- $49,698.01.

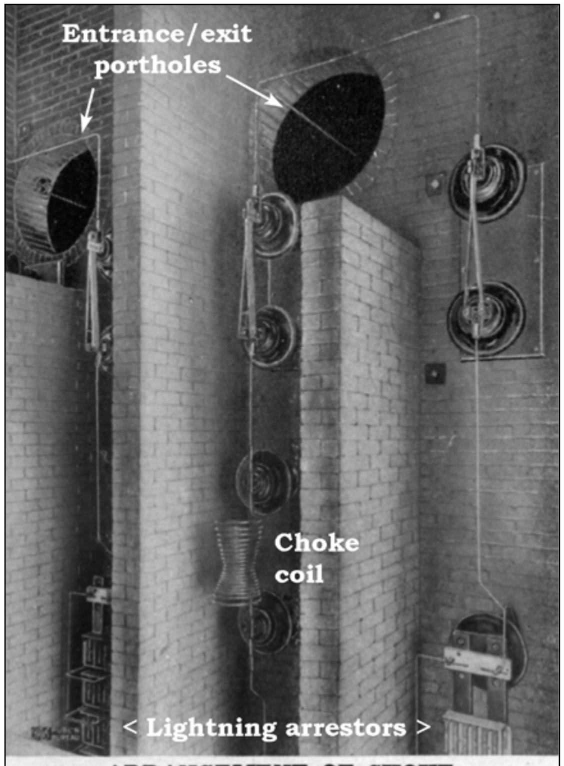


Above- Although installation of the third rail appears to have been completed, the #1 sub-station, at Clark Mills, is still undergoing construction – at least on the interior. This picture was taken during December 1906, prior to HREPCo electric conductors being connected to the building. Land for this structure was purchased from Mary Jane Harrison on March 31, 1906 for $700. All four sub-stations were identical when viewed from this angle.
Collection of A. Bruce Tracy.

Knitting the sub-stations together would be the railway company's transmission line that was entirely different than the HREPCo's lines. The towers, which were built to five different heights as previously mentioned in Chapter 4 – the 39-foot high tower being the standard size, were fabricated by using 3"X3"X5/16" steel to form the square lattice structure. At each site, the tower superstructure was secured by bolting to the

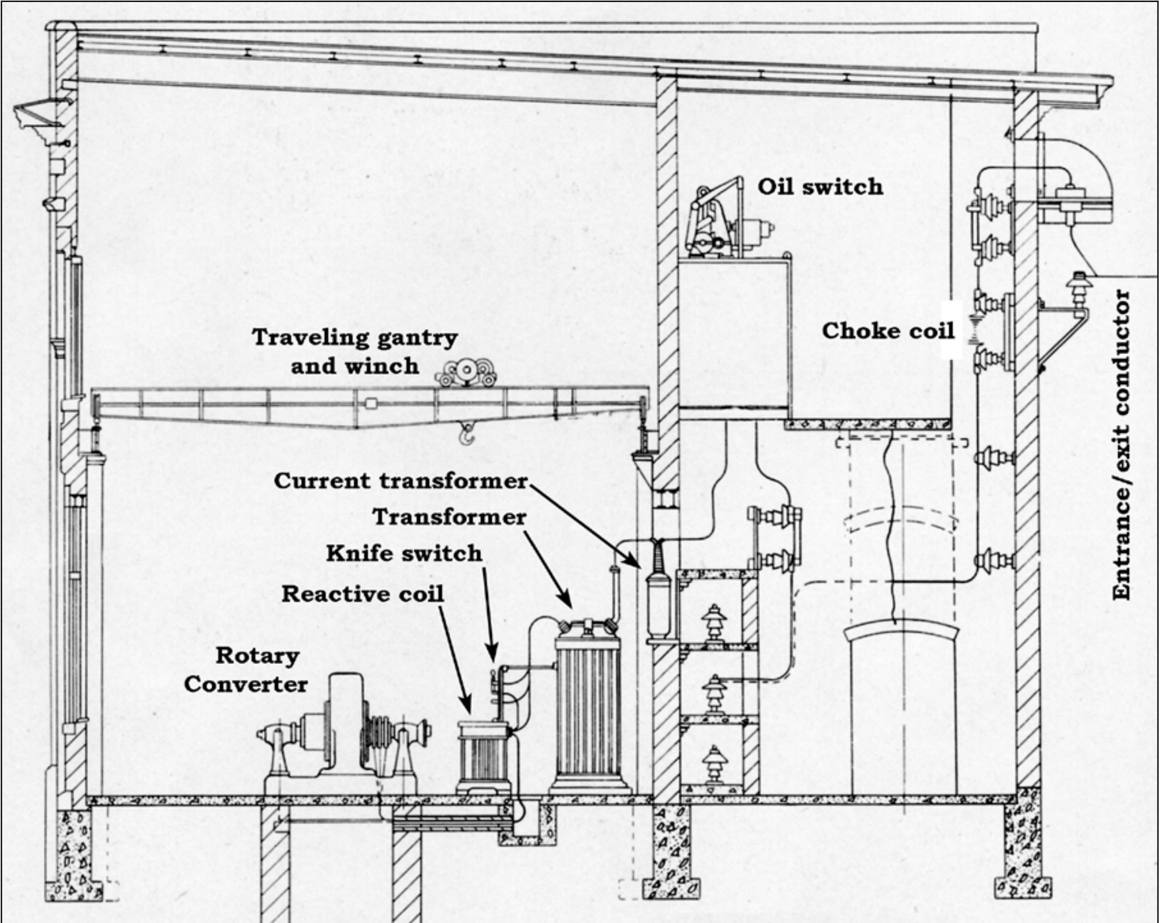
Apparatus description for all sub-stations, shown is Clark Mills: 1- Separated the converter room (shown) from the high tension room and allowed each 60kv conductor to pass from the high tension room into the converter room. **2-** Transforms the line current flowing in the conductors to a value acceptable for use in instrumentation and protective devices. **3-** Receives current and steps voltage down from 60,000 a.c. to machine voltage of 370 a.c. **4-** Allows current to flow from transformer to reactive coil. In its closed position (shown) the rotary converter has been started. Before the sub-station system became automatic during the mid-1920s, the sub-station operator opened and closed this switch manually when amp meters on the switchboard displayed a draw-down of current caused by a car entering the station's territory. **5-** Reduces amperage from the transformer to the rotary converter allowing it to start. **6-** Converts 370v alternating current to 600v direct current for use in third rail. **7-** Receives 600v d.c. from rotary converter and delivers current to section cut-off switches. By opening/closing knife switches on this panel, current can be sent to or removed from third rail sections for maintenance purposes. The direct current amp meters are monitored for power need and consumption by the sub-station operator. The name on the rotary converter base informs everyone who the maker of this equipment was.





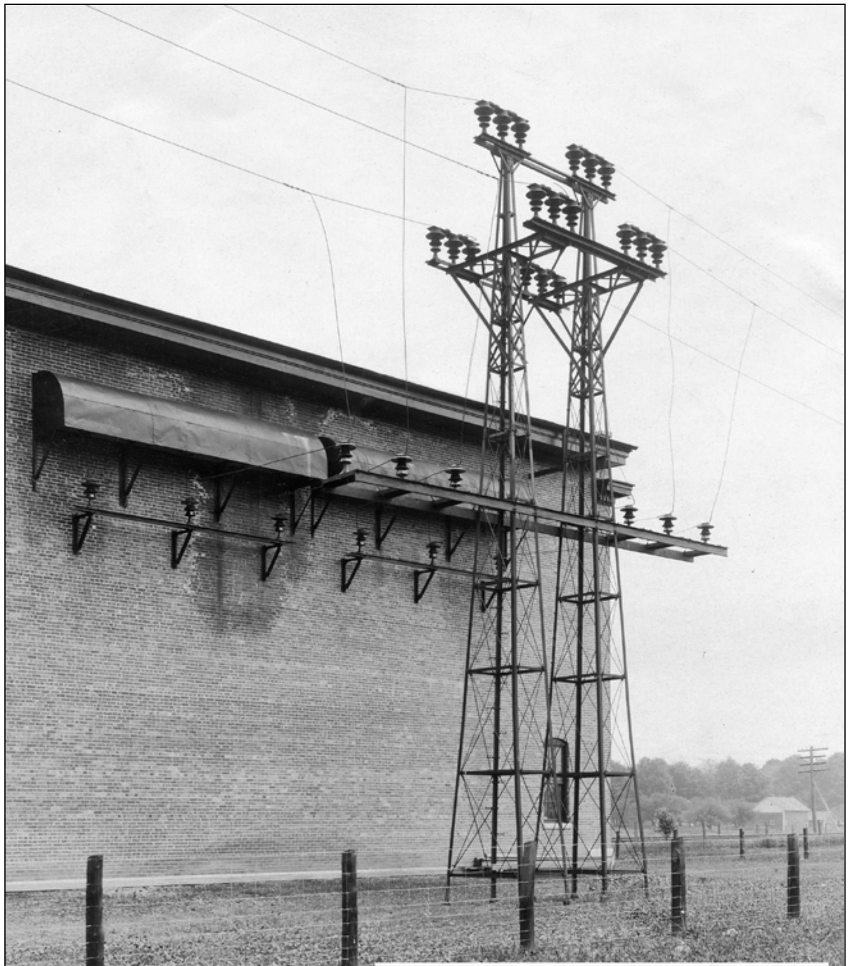
ARRANGEMENT OF CHOKE COILS AND LIGHTNING ARRESTERS IN HIGH TENSION COMPARTMENT

Left- Six 60kv conductors pass through the rear wall of the sub-station; three 3-foot diameter portholes allow conductors to enter the building, three portholes allow conductors to carry power back to the transmission line to be sent to the next sub-station. Only two portholes are shown; sub-stations #1, 2, and 3 all had six portholes, #4 only three. Separating the conductors are arcing barrier walls. Choke coils impede a lightning spike; lightning arrestors protect equipment beyond their location. Thomas M-4325 insulators identical to those used atop the transmission line towers are used here in a vertical line application.

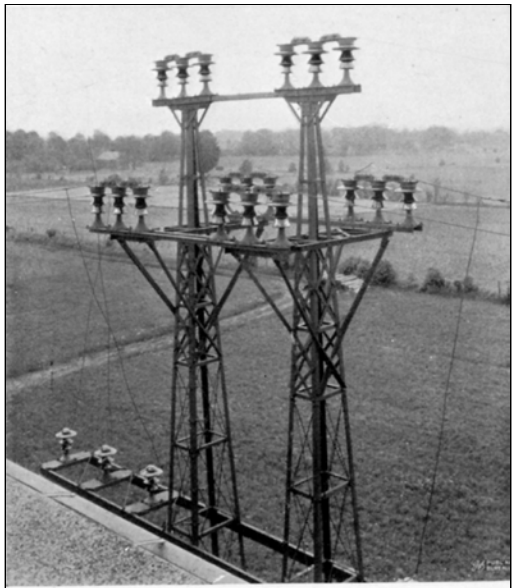


TRANSVERSE SECTION OF TYPICAL SUB-STATION ON WEST SHORE RAILROAD

Right- Of special note are the deep foundations for the rotary converter(s), which were needed to enhance stability due to vibration caused by the rotating equipment. Oil switch(s) – upper right corner – squelch arcing, and open/close phase circuits powering the step down transformers allowing them to remain online. The next section of the 60kv transmission line is also protected by the oil switch, commonly referred to as the line being "under oil." Power for the oil switches came from chloride-type storage batteries located in the building's basement steel legs that had been placed into 5-foot deep concrete foundations. Atop each tower were malleable iron pin mountings for three insulator sets that formed an equilateral triangle with 7-foot sides. The insulators each supported #0-7 stranded hard-drawn copper conductors through which the 60,000 volts of alternating current flowed. The ORCo's transmission system was not equipped with a ground wire as was the HREPCo transmission line, hence the latter company's need for a fourth wire between Utica and Clark Mills; the wire being grounded at every fourth tower. On the Oneida Railway Company's electric system, grounding was done at each tower. All towers were designed to withstand a side wind pressure of 1.25 pounds per lineal foot, and their placement and height was determined so that no more than a 12-foot sag resulted between towers as well as a conductor clearance of at least 10-feet over buildings and other telephone, telegraph, and electric wires.



ARRANGEMENT OF TRANSMISSION TOWER AT BACK OF SUB-STATION

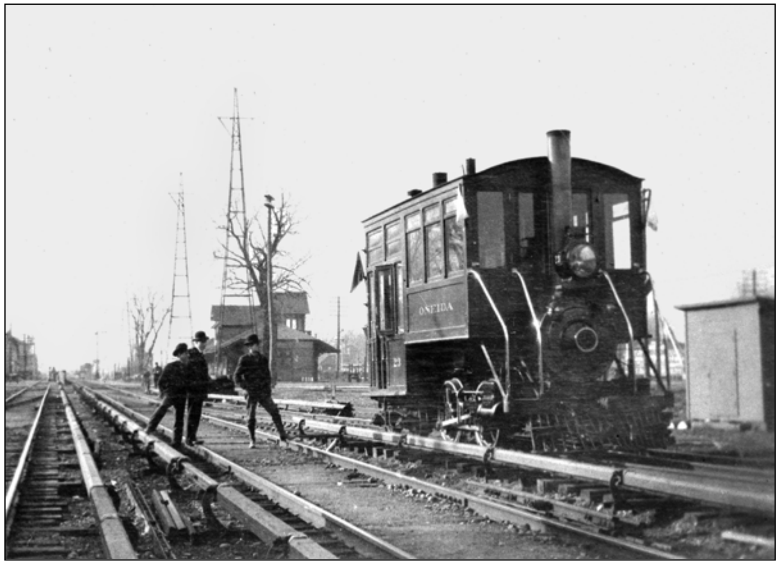


TOP OF TRANSMISSION POLE AT SUB-STATION

The Hudson River Electric Power Company delivered 60,000 volts a.c. electricity to the ORCo sub-station #1 at Clark Mills. At the rear of this building (right) the conductors can be seen arriving, and are "broken," or "dead-ended," prior to reaching the triple insulator sets. The descending conductors then are fastened to additional insulators before passing under the hood to the portholes. After the current has passed through the facility's equipment, it then leaves the building to be sent to sub-station #2 at Vernon. Where the conductors are broken, cables are attached so that the lines may be fastened to the insulators. From the rooftop of the same building (left) another view of how the conductors and triple-married insulators pass the power into, and then out of, the facility. This 60kv, 3-phase, 40Hz system – by its very nature – featured electric "rotation" that aided in the starting of the interior rotary converters.

To determine the placement of each of the 392 towers, Assistant Engineer Henry Throop walked the entire length of railroad from Clark Mills to Manlius Centre twice; once individually, once accompanied by an Archbold-Brady Company engineer. The first survey by foot began on April 28, 1906, and Henry tells us in his Report that "a thorough reconnaissance was made along the entire 32.005 mile length for the transmission line." In the Report, he continues:

"The objects sought in locating this line were to get good alignment in the way of tangents following the general line of the main tracks as far as possible, to secure a proper profile of the line not allowing over six feet difference of elevation in the tops of any two adjacent towers, and to locate towers adjacent to and on each side of the railroad and principle highway crossings so as to avoid the construction of cradles. It may be said in this connection that at one point near Vernon it was impractical to avoid the tin roof of a grain elevator by over five feet. No trouble has come from this to date.

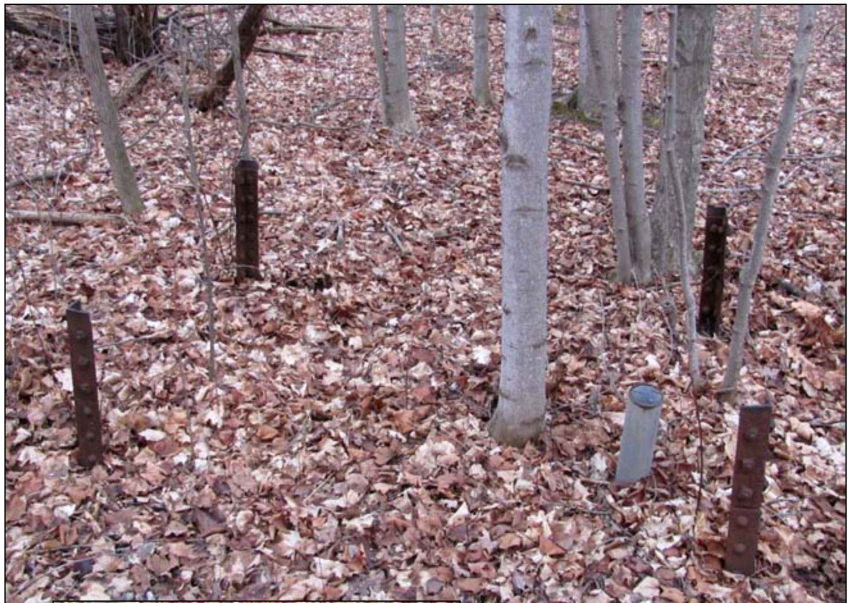


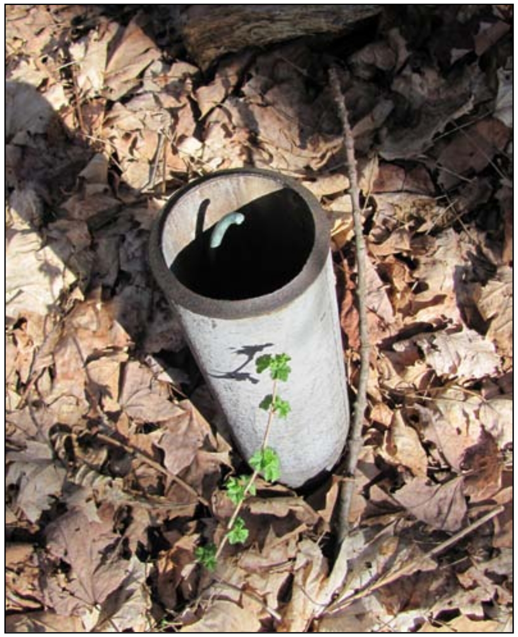
"The measuring for the towers was done with a 100-foot tape along the north rail of the westbound main track. The number of the tower being marked on the center stake and on the web of the rail with paint. On the reconnaissance the height of a tower was roughly determined with a clinometer. Later, a line of levels was run and plotted, which greatly assisted in adjusting the line to a proper grade. The heights of crossing lines, etc., were measured by the 45 degree method, and not over 6-foot variation in level between any two adjacent towers was allowed.

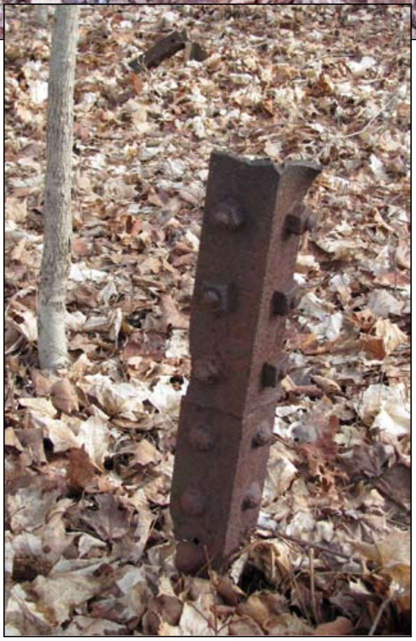
"The foundations were of concrete surrounding a network of angle (steel) and rods, with a sleeve extending up each leg to 6 inches above the ground surface enclosed in a pipe as a form. The tower foundation angles (steel) were 6-feet in length and were set by bolting to a wooden square as a template which was left on until the concrete had set."

The Archbold-Brady Company (A-B) had gotten the contract to construct the transmission line; the three primary components of this work being 1- preparing tower foundations, 2- fabricating and erecting the towers, and 3- stringing the conductors that would carry the 60kv a.c., 3-phase, 40Hz electric power.

Tower foundations were of varying depth dictated by tower height, terrain, obstructions, and curvature (angle of line). All foundations were of concrete, the ingredients for which were brought to the site(s) by using the handy West Shore Railroad's westbound main track. While motive power for these and other work trains most certainly varied, ex-Manhattan Elevated steam engine #1 – that had been acquired by the U&MV earlier – was greatly employed in providing work train and switching service during the two year period the Oneida Railway Company was reconfiguring the Utica to Syracuse corridor. Another ex-Manhattan Elevated engine - #23 – was sent to the Rome Locomotive Works (Rome, N. Y.) and was rebuilt as an inspection engine named "Oneida." **(The Oneida is shown at left in Canastota.)**







Of the 392 transmission towers that were located by Assistant Engineer Throop and installed by Archbold-Brady, no photographs of bases are known to exist, yet many still survive as of this writing (2013). Throop tells us in his report that patterns and or forms were used in the field to prepare the base legs to receive each tower superstructure and how each tower was grounded. These pictures display what he mentions. Upper left- The surviving base for tower #150 shows the legs and grounding conduit. A close-up of tower #36's conduit (upper right) shows the copper wire (inside) that grounded the tower to the grounding plate. When the base legs were prepared, angled "collars" (left) were riveted to each leg to make them more robust. When the tower was lowered onto the legs it was bolted to the collar. This picture shows the six lower rivets, as well as the six upper bolts (of tower #256), all of which fastened the tower, collar, and base legs together. After the third rail system was abandoned, scrappers simply cut the legs above the collar to salvage the metal making up the tower. The remaining base was left for us to interpret today. The author has examined many of the tower bases, some of which were located on steeply sloped embankments. Yet, all towers and bases appear to have been perfectly mated, proving that field and factory work was well monitored so that a precise installation could be made.

The "Oneida" was put at Loomis Allen's disposal so that he could check on the progress of work at any point, and the area newspapers reported on its movements: October 10, 1906- "Nearly every day the pony engine "Oneida" goes over the West Shore line from Genesee Street to Canastota with C. Loomis Allen and William Harvie on board to inspect the work." (When William K. Vanderbilt II desired to inspect the progress of the electrification work he didn't use a lowly pony engine; he did so from his car #493 that was attached to inspection engine "Mohawk.")

In the Archbold-Brady plant that was situated adjacent to the West Shore Railroad just west of Eastwood, the A-B men fabricated the materials needed for each tower, assembled and painted them, and then loaded the towers onto 40-foot railroad flatcars that brought them to the proper site for erection. Fortunately, the preponderance of towers – 307 of the 392 total – were 39-feet long and fit nicely on the 40-foot flatcar. The longer (higher) towers were shipped in two sections; a standard 39-foot unit with a base section of specific length so that the entire unit would be of proper height when erected. They were then assembled at the proper site before being set upon their concrete foundations. At each site, a gang of workmen using a "gin pole" and a team of horses were used to remove the towers from the flatcars and then taken to a foundation. Throop notes that, "a single tower could be erected in as little as eight minutes, and the gang could erect twelve towers per day." The number of gangs employed in this work is unknown, but it is a fact that all of the towers had been erected by September 5, 1906.

With the tower work completed, the A-B company set upon the work of stringing the three power conductors. These conductors, which were made from stranded copper wire that had been furnished to A-B from the American Steel & Wire Company, were coiled on to reels at the company's plant and then placed in a yoke and loaded on flatcars that delivered them to the appropriate work site. Once at the site, the conductors were, "fed off on to the ground then pulled up by a linesman to the cross arm and placed upon a wooden saddle. After having been placed upon the insulators it was pulled until it had a sag equivalent to 12-feet at 32 degrees temperature. The mean tower span was 480-feet, for shorter spans the cable sag was allowed to self adjust after attaining proper sag at 480-foot tower spacings on each side of the shorter span. Ten foot long #3 copper ties were used to fasten the conductors to the insulators with them cables located inside copper sleeves atop the insulators. Any wire or conductor that had been kinked was thrown out."

With the conductors atop the towers, the towers were then grounded by excavating a 5-foot deep hole that allowed placing a 5-foot copper plate at the bottom. Then, one-half bushel of charcoal was placed on top of the plate that was then soldered to the tower frame using a copper wire that had been fed through a 3-inch galvanized pipe. The excavated hole was then filled with the dirt removed. Throop points out, however, that "This grounding should have properly been done when the foundations of the towers were being constructed." This most likely was not the only lesson-learned during the course of completing the transmission line.

On February 2, 1907, the Canastota Bee reported, "Work of stringing the three wires on the third rail's transmission towers has been completed through this village," and work on the entire transmission line was completed to sub-station #4 in March. Regardless, adjustments had to be made to the line even after the June 16, 1907 opening day, and the line was not declared complete until December 1907.

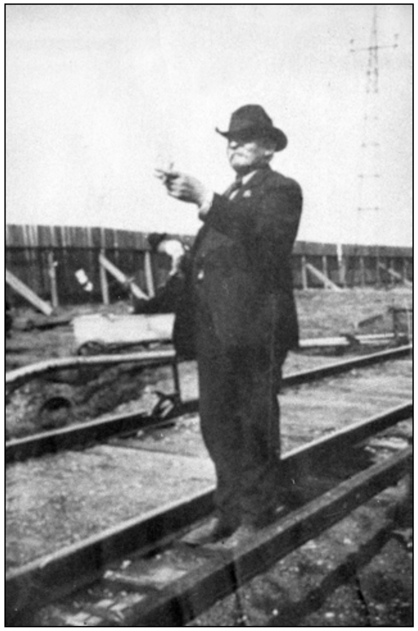
It is important to keep in mind that while work on the transmission line(s) and sub-stations were proceeding simultaneously, this was not the only work being undertaken since track, block station, shelter, platform, and third rail work had to be accomplished during the same period. In order to better manage and supervise all of these undertakings, the OR established four work divisions along the West Shore mileage: Division 1- Utica to Vernon Grade (Genesee Street, Utica to B. S. VG), 11.44 miles, Division 2- Vernon Grade to Clockville Road (B. S. VG to B. S. CV) 10.37 miles, Division 3- Clockville Road to Chittenango (B. S. CV to B. S. CT) 10.08 miles, and Division #4- Chittenango to Syracuse (B. S. CT to SRT's Burnet Avenue line connection) 12.81 miles. Included within Div. 1 and Div. 4 were the east and west end changeover points that were connected to the West Shore Railroad's mainline. A general foreman was placed in charge of each division; his salary being $110 per month.

Henry Throop's Report provides additional details regarding these four work divisions:

"It seemed best to use these territorial divisions on account of length and location of towns along the line. The division headquarters for each of these divisions was No. 1- Clark Mills, No. 2- Vernon, No. 3- Canastota, and No. 4- Manlius Centre. During 1906 work was being done only on the first three divisions, the fourth division not being started until the spring of 1907. It was originally thought that the foreman would oversee the construction of the third rail, sub-stations, and high tension line on his division, but it developed from the first that the work could be more easily handled to have the foreman look after the third rail construction alone. The sub-stations and high tension line were both contract jobs being handled by inspectors reporting to the electrical engineer (Harvie) who was in charge of all work and to his assistant (Throop).

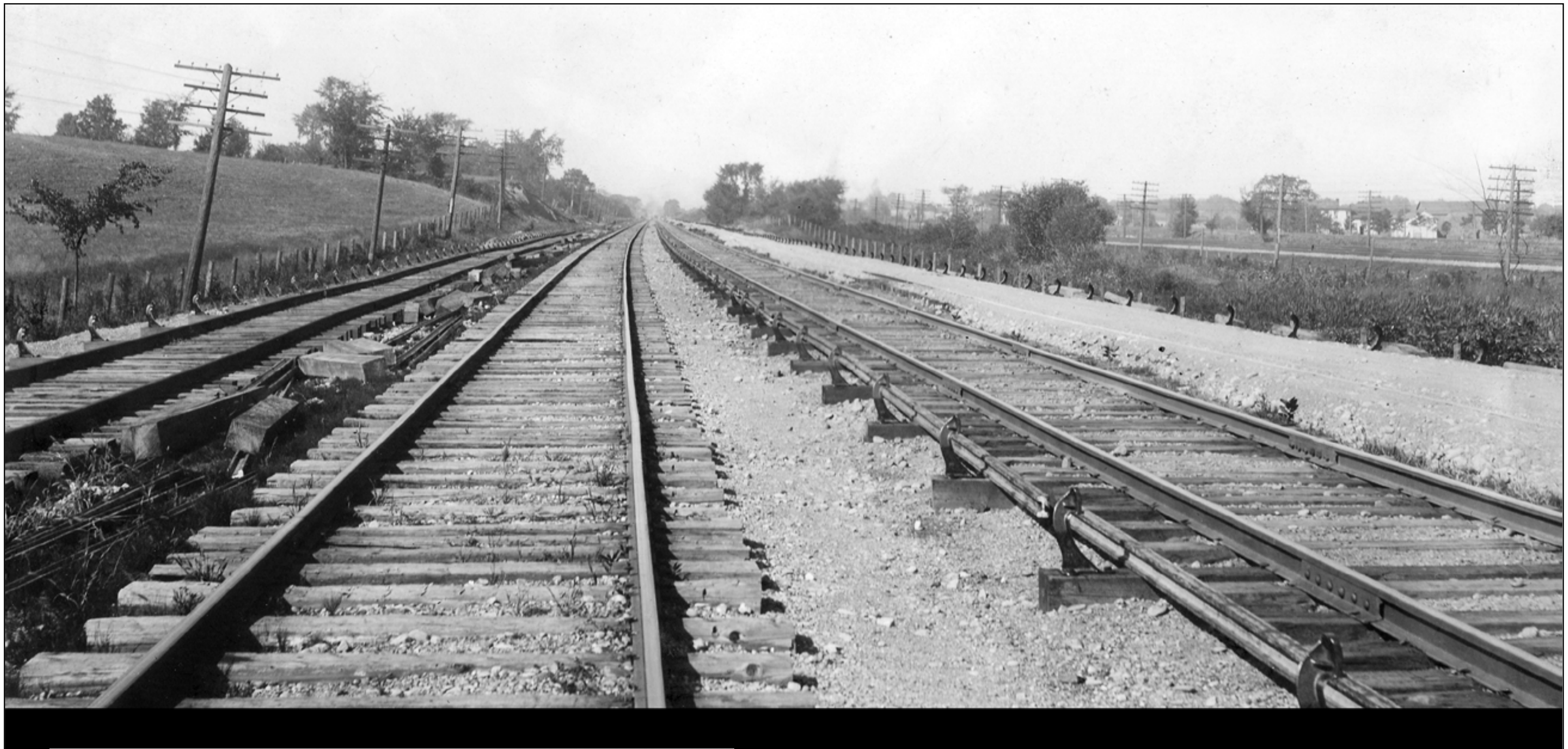
"The general foreman organized their own forces consisting of a timekeeper, some eight to twelve sub-foreman, and from seventy-five to one hundred and twenty men. During the summer of 1906 some 500 men were employed and in 1907 some 400. During the summer of 1906, two work trains were employed, one to handle the men, tools, and towers for the transmission line, and the other to deliver the material for the third rail, move men, etc. The latter train was organized by a material clerk who was responsible to the assistant engineer (Throop). The crew of the train, with their engine, came from Dewitt every morning, and went back at night, reporting in the morning at 7am, a day being ten hours. The good will of this train crew was cultivated and as a result some 700 cars were unloaded in 90 days that consisted of towers, insulators, brackets, third rails, lag screws, third rail covers, etc.

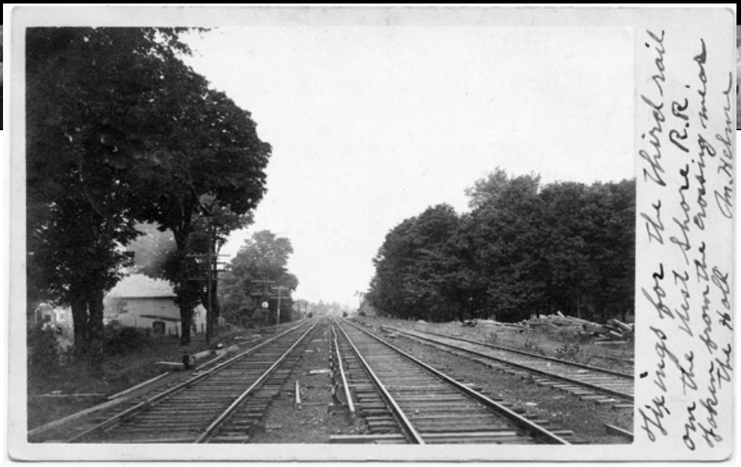
"At each division headquarters, a 12-foot square shanty was built and placed in charge of a material clerk. All small stuff such as nails, tools, etc. were delivered here by the purchasing department and were checked out to the foreman by the material clerk. As a large quantity of chisels, mallets, hammers, saws, were used many of them were lost or stolen. During the second year of work the material clerk was made to check over his stock every day." (Note: Work was suspended when winter weather set in; December 21, 1906 until March 20, 1907.)



Above- Calvin B. "Pop" Payson was the Oneida Railway Company's general foreman for constructing the Vernon Grade to Oneida section of Division 2. Third rail and towers have been placed; it appears conduit work is under way. This, and all of the following construction photographs, were taken by Assistant Electrical Engineer Henry Throop. Barstow collection.

"Most of the day laborers were Italians. These men received $1.50 per day for ten hours work except when rail drilling when they were paid $1.75 per day. Straw bosses and sub-foreman received from $2.00 to $2.75 per day according to their ability."





The first section of bullheaded third rail was hung on August 28, 1906. On Division 1 (left) not long after, the third rail was still being erected on Division 1's double track WSRR mainline. A. Bruce Tracy collection. But, it wasn't until 1907 that building and equipping Division 3's four-track section (above) began in earnest. The track at far left is a new installation that extended the Go-Buggy line west of Wampsville upon ORCo's earlier grading, while the middle and right track are the WSRR's mainline. At right, grading for the fourth track is ready to receive rails, but the ties must be in place as the brackets have already been mounted. Shouldn't the rails have been put down first, we wonder? The view looks west towards Canastota.

In his entire report, Assistant Engineer Throop informs us of only the work being undertaken by the Oneida Construction Company and its contractors. He makes no mention of the trackwork undertaken by New York Central forces. That may be due to the fact that the NYC work was effectively completed before the OCCo forces got into the act. This may not be entirely the case, and there may have been some overlap of NYC and OCCo work, but refurbishing the West Shore double track mainline had begun during the summer of 1905. Adding extra tracks between Clark Mills and Vernon and Clockville Road and Canastota was mostly done by the summer of 1906, a period when OCCo forces were just beginning to hit their stride. Bridge and culvert widening was done during the 1904-06 period.

At the time all of the conversion work was being done, the NYC was operating one through passenger train at night between (South) Utica and Syracuse, as well as a day local train, each in both directions. These may have continued in service but freight operations would have taken place at any time of the day as is occasioned by the uncertainty of freight train scheduling, especially on the West Shore. With two work trains and an inspection engine running over the line every day it seems unlikely that any other train operations would have been taking place concurrently. Yet, Throop tells us, “That detention for trains averaged 1 hour to 1½ hours per day due to closing up in anticipation of a train being due. The NYC provided a flagman to protect the men and work when a train made its presence.”

The Oneida Construction Company forces could not, of course, begin shelter, platform or third rail work until the NYC track gangs completed their tie replacements and having laid a nine and a half foot Georgia Long Leaf Pine tie every fifth one. In total, 49,480 ties were laid. Replacing the 67lb rail with 80lb “Dudley” rail would also have had to be done as well. The NYC’s supervision of the GRS and US&S men installing the new signal system and block stations, which did not get underway until September 14, 1906, may not have interfered with OCCo work but it would have been ideal to have any ditching for conduits and jumpers done before third rail work commenced.

The first 33-foot section of bullhead third rail was hung onto supporting brackets – spaced every ten feet – on August 28, 1906, and that year nearly seventy miles of third rail was put into position. When work resumed in 1907, all the remaining third rail – 35 miles – was installed and the third rail electric delivery system was declared complete on April 29, 1907. In other words, within less than one year of work, all of the third rail on the line was installed and made ready to receive power. There was more to it than that, of course, and again more details of the third rail work is provided by the Throop Report:

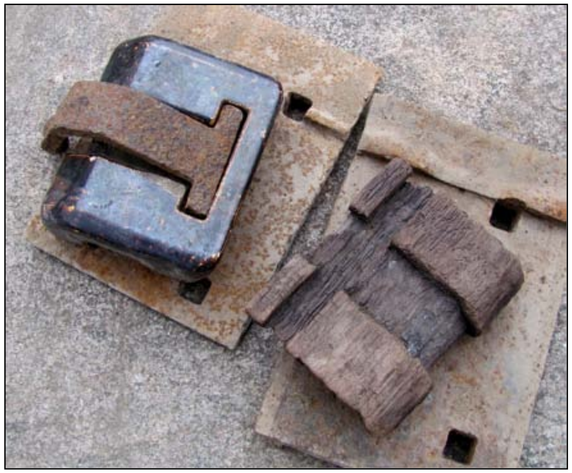
“The installation of the (third) rail may be divided as follows: Placing third rail ties, bonding track and cross-bonding, erecting brackets, erecting rail, bonding rail, covering rail, painting cover, and installing (grade) crossing jumpers or ducts.

“The Ohio Brass Company 11-inch compression terminal under fish plate bond were used with the exception of 4,000 joints supplied by (1,000 each) American Steel & Wire Company, General Electric Company, Mayer & England (all compression terminals), and John A. Roebling & Sons Company (soldered under fish plate bond). About 85% of the rails had to be drilled for bonds after having been laid, the rest were drilled at the factory. The Buda Track Drill was used for drilling the proper 0.856 inch hole. A good day’s work was considered to be from 18 to 24 joints by two men at the drill, fifty drills being employed in total. A drilling gang was usually composed of 12 machines, 24 drillers, 2 compressors, and 4 compressor men, 1 marker and 1 bond placer, 10 men taking off and replacing plates, 1 boy to mark the joints that were to be bonded with paint, 1 water boy, and 1 foreman.

“Pay for the men was $1.75 to $2.00 per ten hour day, $2.75 for the foreman.”

"The third rail brackets were cast iron with an average weight of 14.7 pounds each. They were supplied by Munson Brothers (Utica), Smith & Caffrey Company (Syracuse), and Columbia Machine Works of New York City. (Note: The bracket design was so well conceived that identical brackets are still being manufactured for today's – 2013 – applications. Only the blocks and fasteners have changed. See the website for AAA Sales & Engineering Company.) The brackets were delivered to the job site in carload lots, and were distributed by two men dropping them and two men placing them upon every fifth (long) tie. A template was used to mark the bracket's three holes for securing to the tie, the holes then being drilled with a hand boring machine. Lag screws, 4½ inches long, were used to secure the bracket to the tie. The process was having one man dip the end of the screw in oil and then starting it in the hole by hand, hitting it with a hammer, and followed by several men with socket wrenches that sent the lags home. Twenty men could erect 1,000 brackets per 10 hour day. The brackets were painted with Carburet Black after erection, generally by Italian boys; the boys accomplishing 50% more than the men."

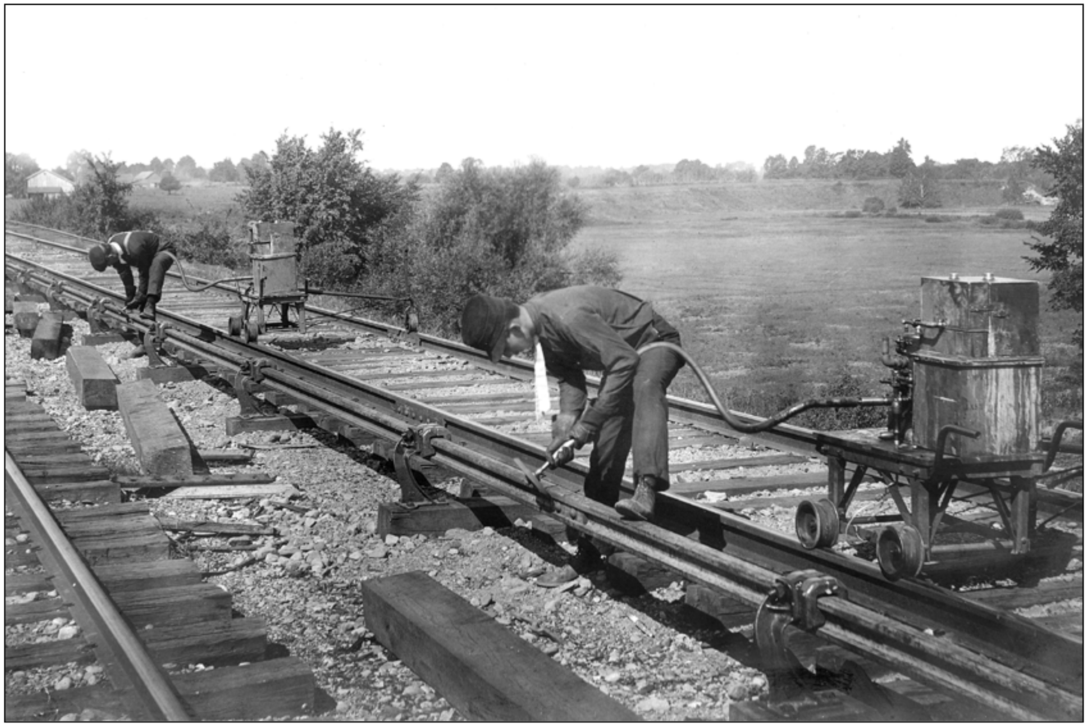
The third rail that was being supplied to the Oneida Railway by Lackawanna Steel was of a composition similar to ordinary rail, whereas third rail supplied for use within the NYC's downstate Electric Zone held a different composition. The difference between the two third rails that were otherwise identical in appearance was that the Electric Zone rail had to be able to conduct electricity more efficiently. This was due to usage by many more heavy trains expected to be run between New York City, Harmon, and North White Plains as opposed to light interurban cars on the Utica-Syracuse West Shore line. Regardless of its composition, the 33-foot long rails – weighing 770 pounds each – still had to be manhandled into position not just on to the mounted brackets but first into insulating blocks and then onto the brackets. The Ohio Brass Company was to initially supply 50,000 porcelain insulating blocks (at 17 cents per unit). A minimum of 110,880 porcelain insulating blocks were required to keep electricity from entering the 55,440 brackets, but porcelain blocks were not available when the rail and brackets were first ready to be mated. Until they were, wooden (beech) insulating blocks were machined and supplied by the Kellogg Lumber Company in Utica. After they were sized and appropriately contoured they were "boiled in paraffin until thoroughly impregnated then painted with insulating (minwax) paint. Nearly eight miles of third rail was hung with these wooden insulating blocks before the porcelain ones began to arrive." It was found out much later than the January 1908 date of the Throop Report that the wooden blocks were substantially more durable than the porcelain ones that cracked easily. Some porcelain blocks were even replaced by their wooden forbearers when they failed. Again, state-of-the-art third rail technology was being learned throughout the construction and early operational years.



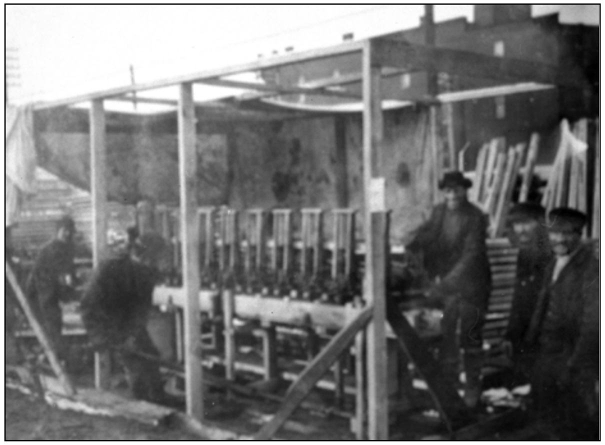
Above- Wooden insulating blocks were almost identical in appearance to their porcelain cousins, only the milling for the T-fastening strap was altered. What you're looking at here are two rare birds; the only surviving wood block (right) and T-fastener (left, in a porcelain block) known to exist. Both were found by Don Pick whose farm now comprises the ex-WSRR right-of-way from Stop 9 to Stop 11. Surviving porcelain blocks are much more numerous; the author has harvested nearly 400 that had been discarded during abandonment and awaited reclamation. Surviving tie plates are even less plentiful. They had scrap value.

Hanging the third rail was initially attempted by bolting the 33-foot sections together and then lifting the rail onto the brackets at their 10-foot intervals. This method proved to be troublesome, cumbersome, and slow, so installing one 33-foot section of rail at a time was chosen to be a better means of mounting the third rail. This process called for 8 men using rail tongs to carry the rail and place it on the ties between the bracket and running rail. Using a velocipede, 2 more men distributed the insulating blocks, fastening hardware, bolts – again dipped in black oil, and then another gang of ten men lifted the rail into place by employing a "chair rail." This chair rail, properly positioned and fastened, allowed the men to slide the rail into position abutting the previously hung rail which would then hold the new rail; a shim was used as a spacer to separate the rails to the desired gap. Once the rail was fastened at the chair rail end, the rest of the rail was lifted and attached to the brackets. This was done by using two insulating blocks – both identical and one on each side of the bullhead rail – that were then fastened to the bracket by hardware using the aforementioned dipped bolts. It was encasing the rail with the insulating blocks that would prohibit the electric power to transfer from the rail to the bracket.

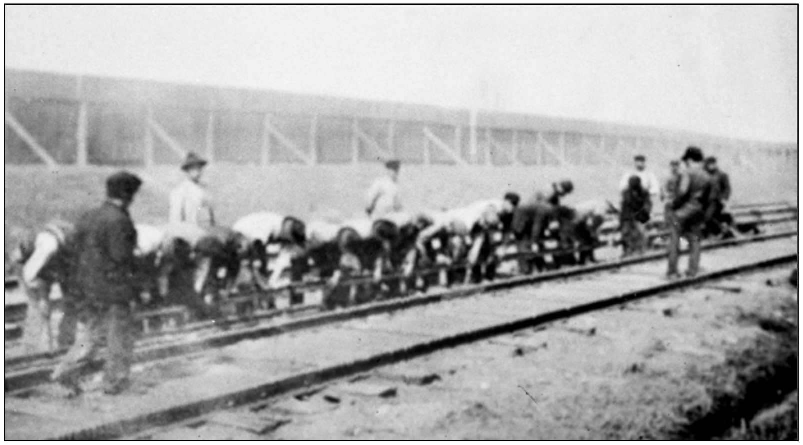
With the rail fastened to all the brackets – by 4 more men, the chair rail was removed and taken to the end of the new rail and the process started all over once again. The entire rail hanging gang was composed of up to 48 men who – using this method to place the third rail – could be expected to hang three miles of rail per day. Throop makes no mention of how much these men got paid but, hopefully, the fellows lifting all those rails made more money than the average laborer.



Right- Two men, each with their own gas-powered air compressor, are grinding and polishing third rail joints so that rail bonds can be soldered and securely fastened. The detail of how the porcelain insulating blocks encased and held the third rail, and its fastening to the bracket is clearly shown. After bonding, covers will be applied. Interestingly, both men have their left foot positioned on the non-energized third rail for balance. With covers applied and rail energized, it would still be safe to assume this position, if you had the guts! This picture, as well as the main photograph on page 88, represent wonderful images taken by Throop. The following two pictures are vastly inferior, yet they display how the third rail construction was accomplished by both men and machines. Equipping the WSRR for third rail operation was both a laborious and time consuming undertaking.



Wooden third rail covers were made on site from three pieces of wood that had to be bored for screw fastening upon installation. The machine at left could drill ten holes simultaneously, and gangs of up to sixty men installed the covers. Twenty-four men (right) appear to be hanging a rail; covering will follow.



After the third rail was hung into the brackets, the next step was to bond the rails. Bonding is the process of connecting rail ends to each other by means of copper or brass (short) conductors of sufficient gauge to efficiently allow the 600 volts of direct current to pass from one rail to the next. Bonding also had to be done on the track rail in order to provide adequate grounding as well as for signal circuits. American Steel, Ohio Brass, and Roebling were the bonding contractors who employed two different means to bond the rails. American Steel used a multi-terminal compression bond whose wire had brass tapered lugs at their ends. These lugs were put into a drilled rail hole, taper end first, and then sledge hammered into the rail to effect a proper connection. Ohio and Roebling both soldered the bonds to the rail ends, this being the preferred method of bonding, but the process was much more time consuming than American's method. In order to solder the bonding wires to the rail, the rail had to be "first ground bright by a gasoline or hand grinder, and then heated with blow torches before the bond – held by a clamp – could be soldered." Apparently, drilling holes through steel rails was not only faster but considered easier.

The preferred location for the third rail was to have it situated between the tracks and away from platforms and shelters. This placement varied only when curves occasioned the third rail to be along the outside of the curve. This placement of the rail was utilized even at shelters and platforms that were located on curves; the third rail – properly covered being up against the platform wooden members. At locations where non-third rail tracks entered third rail territory, cast iron tell-tales were positioned so that they would be broken should a steam railroad passenger or freight car strike them, thus alerting crewmen and in affect protecting the energized third rail from damage.

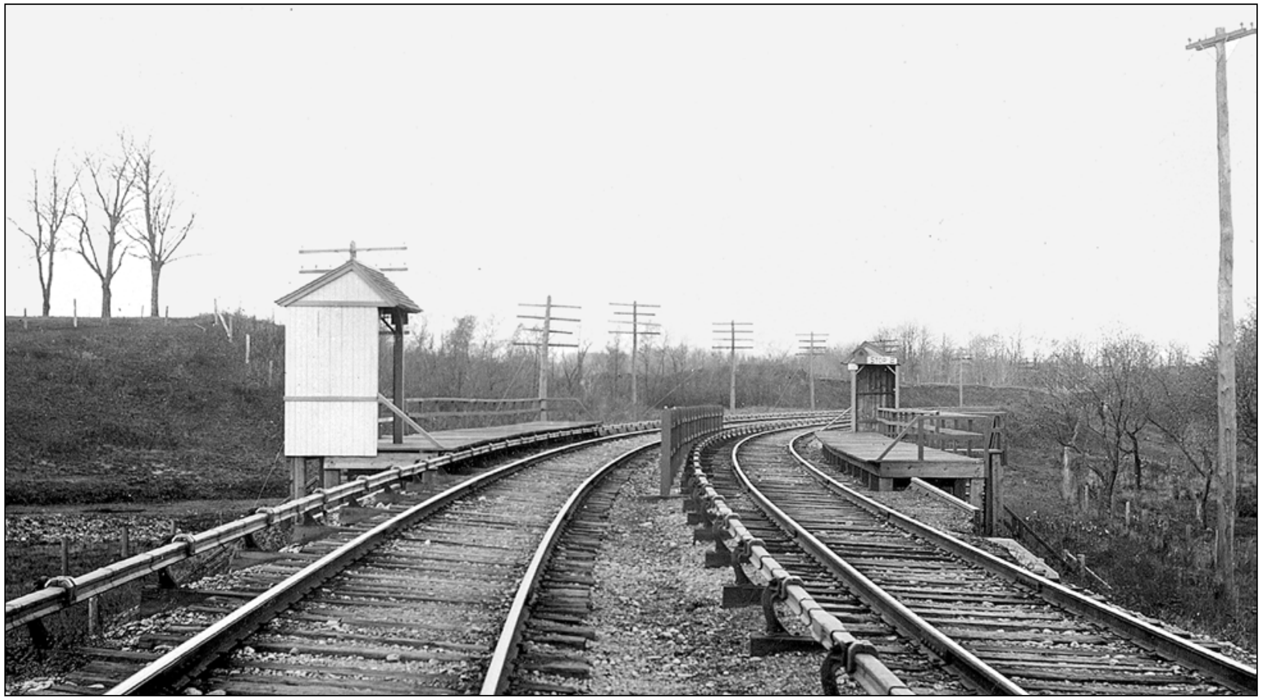
Covering the third rail was done with Long Leaf Pine or fiber covers. The latter was preferred because of its ease of handling and less time needed to install, but the former covers predominated. Wooden covers were cheaper, too. Per mile, it cost $5,442.77 for wood covers and $6,117.05 for fiber. Covering the third rail with wood, however, was tedious work.

"The wooden cover had to be entirely assembled and fitted after bringing it to the rail. A gang drill was devised by placing 10 hand drills side-by-side on a frame and operating all by a line shaft having a crank on each end. The carriage was lowered and raised by a lever. The top of the cover was fastened to the sides by 4 nails, the assembled pieces then shoved into the drill and ten holes were bored in one operation, then moved sideways so that the other side could be drilled. Ten men operating the drill machine could turn out 500 assembled covers in ten hours. Once drilled, the assembled covers were painted on the outside with Princess Metallic red mineral paint. Italian boys did this work, and then the painted covers were loaded into flatcars and brought to the line by the work train. A gang of from 40 to 60 men were employed in placing the covers. One part of the gang mortised out the spaces for the bonds and joints, fitting them to the particular section of rail to which they were to be applied. Another squad sawed off the ends to square them to the proper length of the section. The sides were made to fit into the rail web, and to fasten sides to top the screws were placed into the side holes and then screwed up into the top. Because of the angle this was very time consuming work.

"Fiber covers, 43½ inches long, were obtained from the Indurated Fibre Company of Lockport, N. Y. These covers were used for 10 miles between Clark Mills and New York Mills, with three pieces being needed between brackets. They were easier to install, but care had to be taken to fit them properly to prevent excessive telescoping by creeping rails."

Where the third rail was broken to cross highways and railroads, underground conduits had to be installed so that jumper conductors could be passed through them to connect the third rail on both sides of the crossings. The conduit was 3½ inches in size, and the conductor through it carrying the electric power was 61 strands of copper wire bound in rubber and lead. After soldering the ends of the conductor to the third rail in the same manner as was done with the bonding, the opening of the conduits were

When the third rail had to follow curved trackage, its preferred location was on the outside of the curve even though at some locations, such as at Stop 2 (below), that meant the potentially lethal rail had to be placed alongside a platform. On tangent track, the third rail was generally situated between tracks. At this Stop, the railroad crossed Sherman's Highway via bridge W347. Looking eastward, we see westbound shelter/platform set #223-273 at left; #222-274 at right. A fence kept persons from crossing the track to get from one platform to the other. At this location fiber covers prevailed. Barstow collection.



sealed. These third rail "breaks" across highways and other (steam) railroads were generally about 20 to 30 feet in length and did not pose any operational difficulty as long as a car had sufficient momentum to "coast" across the power break. In open areas a car would speed right across a gap with only a momentary loss of interior lighting, and possibly a degree of arcing when the power collection shoes again encountered the third rail, which was "inclined" at the end to direct the car's "shoe" on to the underside of the rail. At some Stops, however, a crossing break was situated right at the end of the platform so that a motorman had to leave enough track length so as to get a "running start" in order to coast across the break.

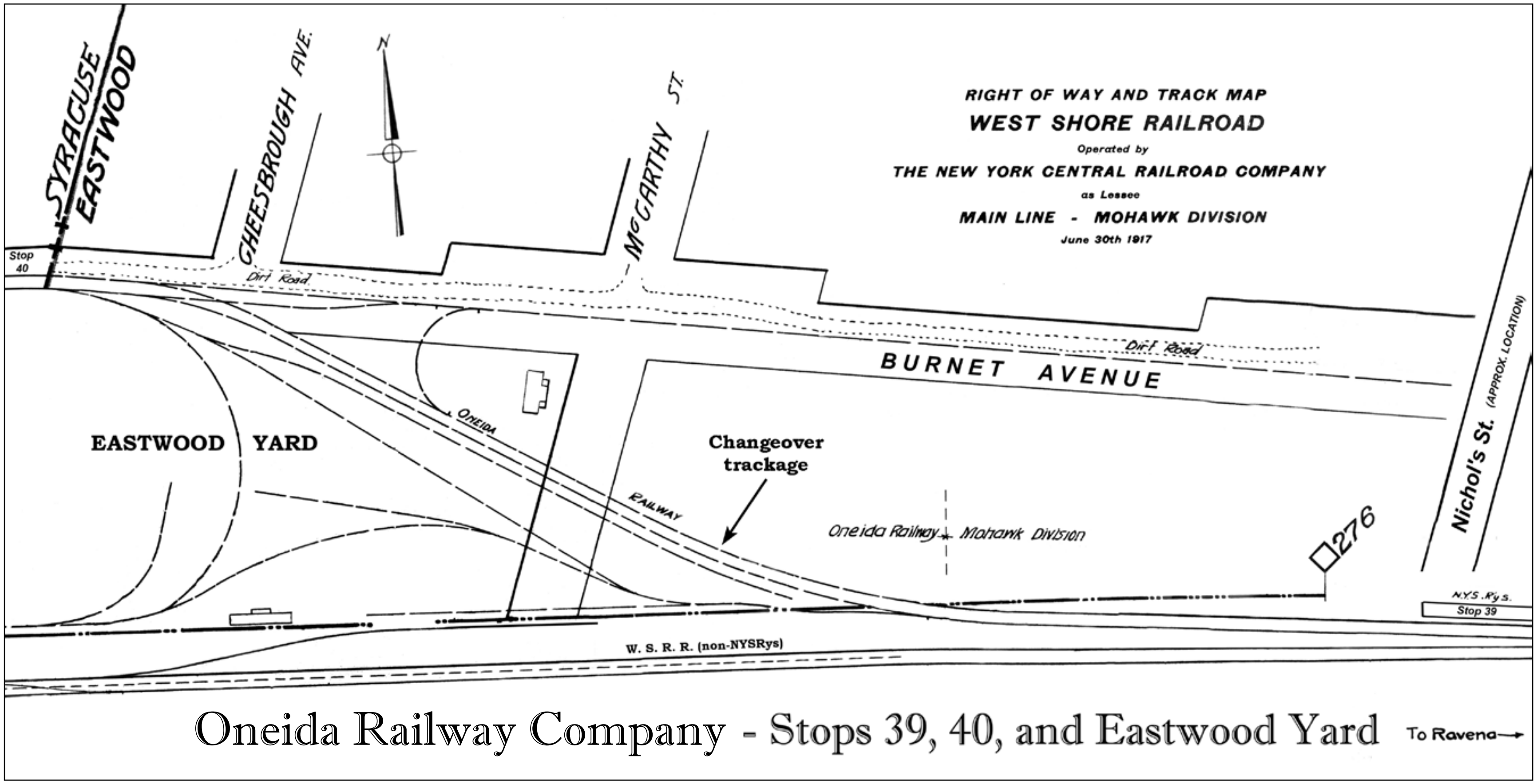
What happened if a motorman allowed his car to become stranded – high n' dry – without power within a break? Sometimes, passengers were asked to push the car into contact with the third rail but, more often, the conductor had to utilize equipment that was stored within the car that was provided for just this type of predicament. Each car was equipped with a 25-foot long jumper cable that was attached to a standard length broomstick handle. Also stored in the car was a pair of heavy duty rubber gloves. I think you know what's coming next. With the car stranded in the break, the conductor donned the rubber gloves and clamped one end of the jumper to one of the car's third rail pickup shoes. Then, with much trepidation, he touched the other end of the jumper cable to the underside of the third rail, which allowed 600 volts to pass in to the car's shoe so that the motorman could move the car out of the gap. How often this procedure had to be undertaken has been lost to the passage of time, but it is a certainty that the previous congeniality enjoyed between a conductor and motorman suffered greatly if this equipment had to be donned and employed, even only once. Yet, no conductors would ever be electrocuted while performing this task or any other while working on "The Shoe," as the third rail line became known.

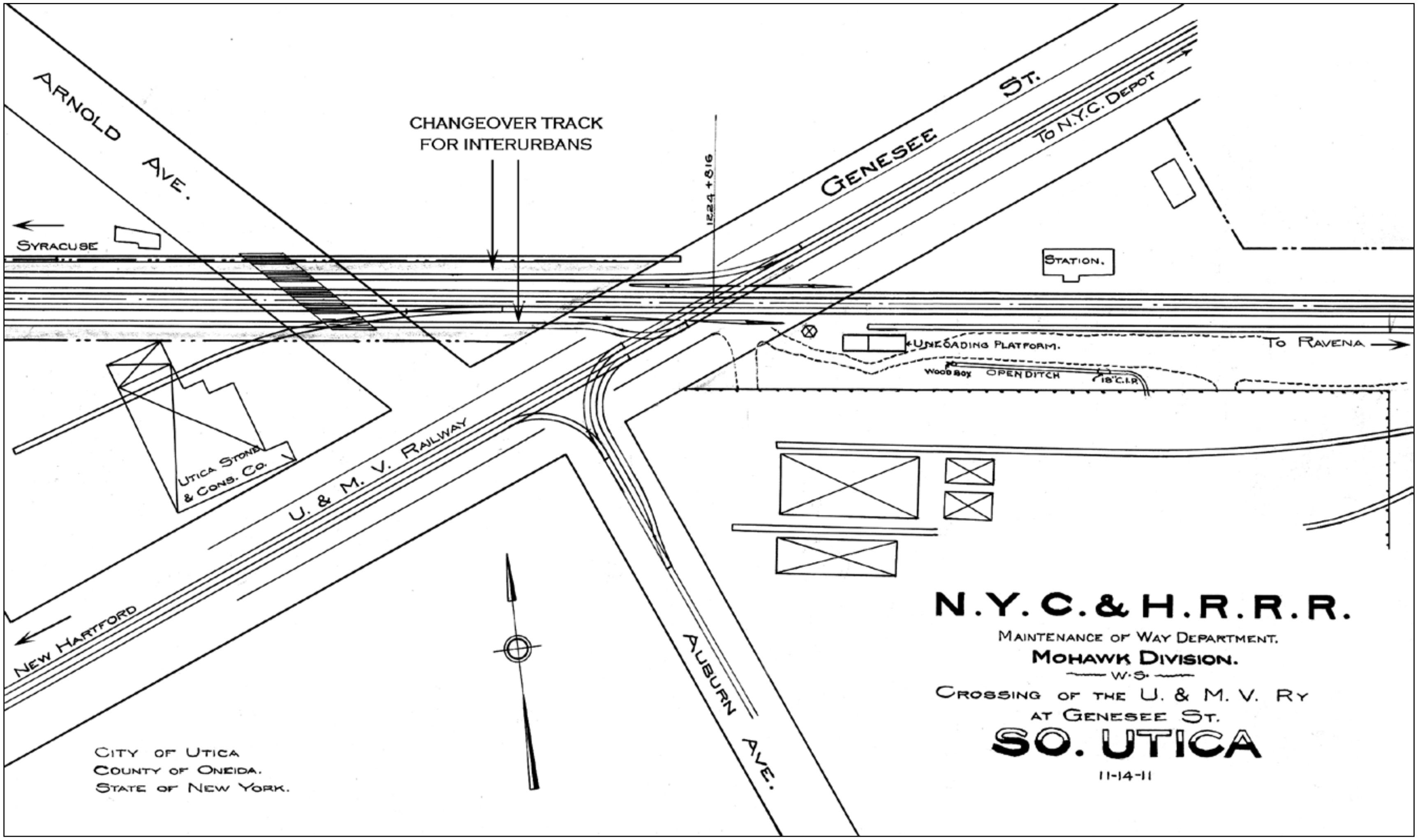
Conversion work on the West Shore began on Divisions 1, 2, and 3 during 1906, but Division 4 saw little work – other than NYC tie and rail renewal – until 1907. The reason for this was due to the fact that the preponderance of trackage that had to be third rail equipped was in the first three divisions. Division 1 had mostly double track, with several tracks added at the changeover point between Genesee Street and B. S. WU, as well as a portion of the 3-track Vernon Grade. Division 2 contained the western portion of the 3-track Vernon Grade, and Division 3 contained all of the 4-tracked section. Thus, these three divisions accounted for 80.34 of the total 105.5 miles of third rail trackage. Because these divisions contained the most work, and were pushed towards completion so earnestly, there had been some consideration for opening the Utica to Canastota section to operation on December 1, 1906. (Willy Vanderbilt had earlier projected an opening of the entire line for October 1, 1906. He had also continued to use Oneida as the separation point between electric usage from the Niagara, Lockport & Ontario Power Company and the Hudson River Electric Power Company. Loomis Allen set both matters straight. NL&OPCo began powering the SRT system during July 1906.) The opening to Canastota was then changed to January 1, 1907, then set back once again to May 1, 1907 before it was decided to open the entire route simultaneously, which is what happened on June 16, 1907.

In preparation for the forecasted opening date of December 1, 1906 to Canastota – and before the transmission line and sub-stations were fully functional, the third rail was tested between Oneida and Wampsville by connecting power to it from the Oneida (city) overhead trolley line during November 1906. This test was done not to operate a car, but rather to see if the third rail installation methods discussed above were satisfactory. They were, but still an opening date to Canastota had to be delayed because of on going electrical and roadway work. The third rail, from Utica to Canastota, was initially energized with low voltage on March 14, 1906, and one week later warning signs were posted along the line to advise the populace that the third rail was "live." Obviously, the Oneida Railway Company was itching to open up some portion of the converted line but, most likely, NYC officials prevailed upon them to wait until the entire West Shore section was fully equipped and in operational order.

It was Joe French, Henry Throop tells us, that supervised the connections of the West Shore electrified line to the U&MV in Utica and the SRT in Syracuse. This trackage, from Genesee Street to B. S. WU and from B. S. WX to Burnet Avenue comprising the changeover points, had to be equipped for both overhead and third rail delivery of electricity. The Utica connection was made ready for use first, during May 1906, while the Syracuse connection was not completely ready for service until the spring of 1907.

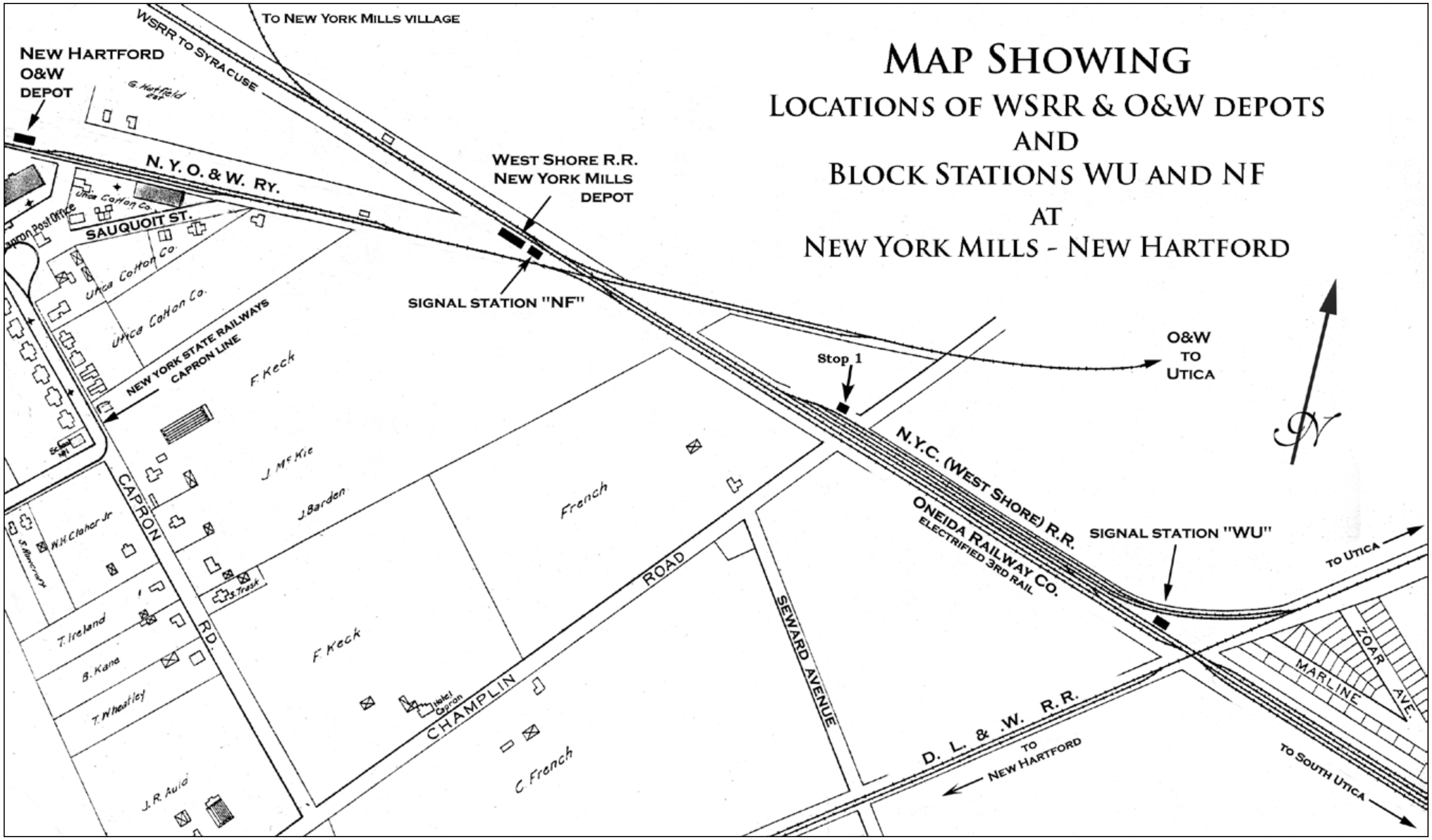
Below- The changeover point at Eastwood was within the trackage adjacent to the yard, which stored out-of-service ORCo interurbans and SRT city cars. Stop 39 was to its east, Stop 40 was west, at Burnet Avenue. NARA collection.





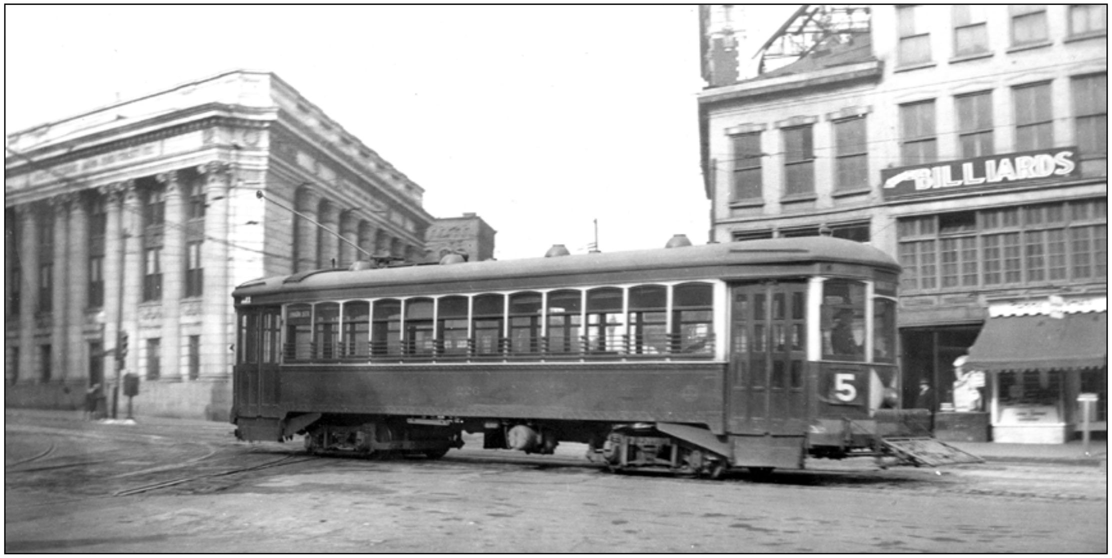
At South Utica, westbound Oneida Railway Company interurbans diverged off from U&MVRy Genesee Street trackage to reach its north side changeover track adjacent to the WSRR double track mainline. The changeover trackage continued westward to just east of the Delaware, Lackawanna & Western Railroad's crossing, which was controlled by Block Station WU. (See next page.) Utica bound ORCo interurbans crossed the DL&W track, then switched into the south side changeover track. At Genesee Street, they gained U&MV city trackage to proceed northeasterly to the Main Street terminal across from the NYC station. The junction of the ORCo and U&MV at Genesee Street is visually portrayed on page 78. Collection of U&MV Chapter.

The West Shore and Ontario & Western railroads both had stations within a short distance of one another but with different names on their signboards. On the WSRR this was New York Mills, while the O&W called it New Hartford. Of the two, the West Shore was nearer to its village, yet, both depots were actually situated within the Capron section of Utica. The Lackawanna's New Hartford depot was nearest to its village, but off this map. The west end of the ORCo's South Utica changeover trackage is just east of the DL&W crossing at the lower right corner of this map. ORCo's Stop 1 was located at the northwest corner formed by the crossing of Champlin (later French) Road and the West Shore Railroad, as indicated. Collection of U&MV Chapter.



In addition to the mainline and changeover point work being undertaken by the OR and NYC – and the contractors, both the U&MV and SRT had a degree of improving and upgrading of their Genesee Street and Burnet Avenue lines (respectively) to undertake. The need for this work was because the size and weight of the interurban third rail cars was longer and heavier than the U&MV and SRT intercity cars that ran within these streets. In Utica, the rail within Genesee Street had to be replaced and was then welded together for the entire 2.26 mile distance from the Main Street terminal to the changeover point. In Syracuse, the SRT desired to lay a second track within Burnet Avenue for operational considerations, and reduce curvature to accommodate the longer cars. It was later found that the interurban cars had a wider wheel tread width so that they damaged the macadam placed up to the rail. This was resolved in two ways: First- the interurban cars pushed down the pavement so that there was no longer a problem, and then, Second- the broken pavement was removed with new paving set lower. Problem solved.

Also in Syracuse, there were several other concerns that cropped up due to the desired operation of the interurban cars, not to mention that a Syracuse terminal was not decided upon until Loomis Allen stated that Clinton Square was to be the terminal location on March 1, 1907. (This, indeed, became the terminal site, but not until after a short lived temporary terminal was initially used at 129 James Street until April 30, 1909 when the terminal was moved to the Syracuse, Lakeshore & Northern Railroad's office on the corner of West Genesee and North Clinton streets. The Empire House, at Clinton Square, became the Syracuse terminal on June 1, 1909.)



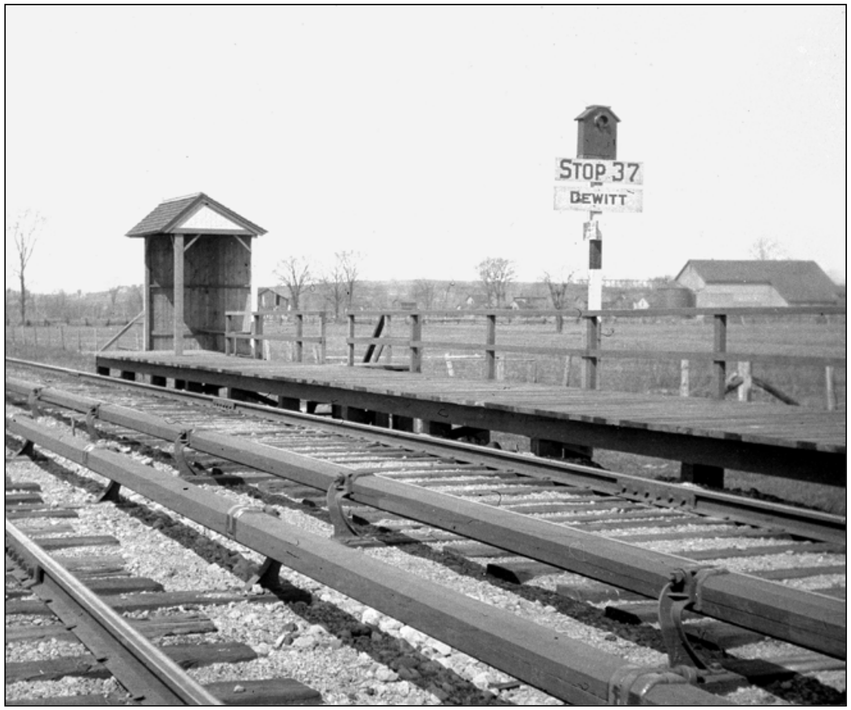
Above- The intersection of Genesee and Bleecker streets in downtown Utica was referred to as "The Busy Corner." That was the point where eight U&MV city lines – and the Little Falls-Utica-Rome interurban line all converged. It was also where these nine lines met with the ORCo third rail cars that were running under the overhead trolley delivery system at this point. A U&MV Capron car – its route designation 5 – is proceeding up Genesee Street in the same manner as ORCo interurbans did bound for Syracuse. Bleecker Street is beyond the car. Collection of Oneida County Historical Society.

The interurban concerns in Syracuse were twofold: 1- The residents living along Burnet Avenue objected to having a second track installed in their street (the original franchise was for only one track), and they disliked the idea of having the larger cars running past their homes thereby creating more vibrations and a greater electric car presence. In Syracuse, much like in Utica, the third rail cars initially were not to pick up passengers on the city lines. Changes to this were eventually made so that passengers going to third rail Stops from Utica could be picked up at "The Busy Corner" (where nine U&MV city lines converged at Genesee and Bleecker streets) as well as at five other Genesee Street intersections, while in Syracuse four urban locations along the various streets were designated stopping points. But, initially, the Burnet Avenue residents did not want the interurban cars because they could not utilize them for transportation. The residents held several informal meetings (on May 4, November 20, and December 20, 1906 in Olbeters Hall), but to no avail. The "larger, noisy, and unsightly cars" were allowed to use their street for the entire life of the third rail line's operation. Oneida (city) officials and residents had concerns about the third line crossing several of their streets at grade, namely Broad, Seneca, and Sayles streets, but their complaints did not cause Loomis Allen to elevate any trackage. For the conversion of the West Shore Railroad, franchises – and acquiescing to communities - were not required!

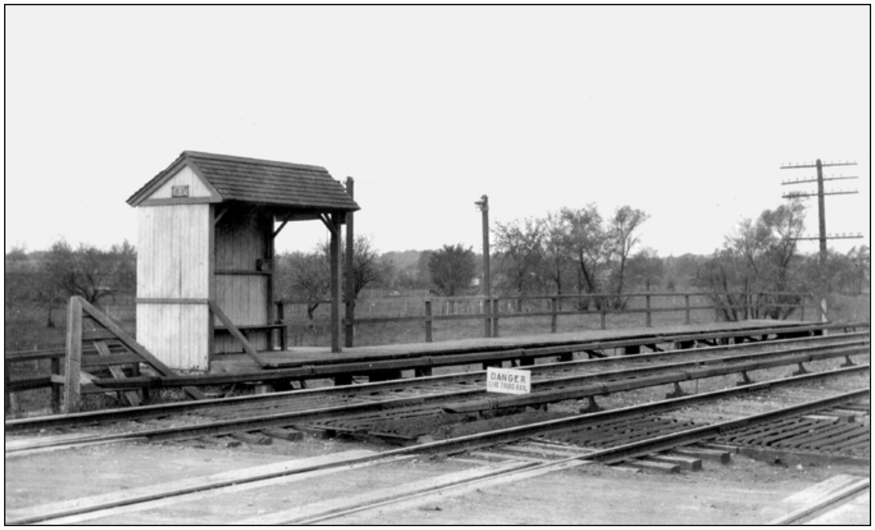
The second concern in Syracuse was vocalized by the New York State Canal Commission, and rightly so. The James Street intercity line bridge over the Oswego Canal had a weight limit that would restrict the use of the new interurban third rail cars. So, the ORCo struck up a deal with the Canal Commission on July 10, 1906 to have the bridge strengthened at the railway company's expense. While this appeared to be satisfactory at the time, it was later realized that by having the bridge's rating raised to 42 tons, it still limited the operation to only one car at a time on the bridge, thereby precluding multiple-car operation. This situation was not resolved until 1924 when the canal was closed and filled in, and the bridge removed, so that multiple car operation could commence. Until then, any multiple-car trainsets run from Utica had to be broken into one car operation at the changeover point. Similar operation initially took place at Utica; not because of a bridge but due to the severe grade down Genesee Street to the Main Street terminal. Many motormen were downright scared to operate a multiple-car trainset down the grade because of either the car's braking system being inadequate or their inability to control the speed, or both. Even after motormen became accustomed to the car's braking characteristics, multiple-car trainsets were not operated downgrade during severe winter weather. Doing so was strictly a "white-knuckle" affair.

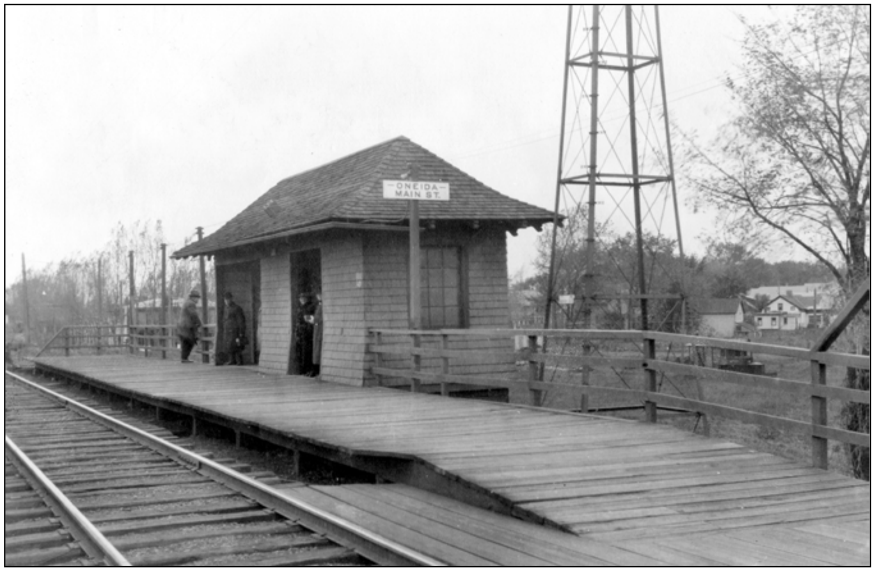
While outfitting the railroad trackage with the third rail delivery system was the primary job of the Oneida Construction Company's forces, a secondary role was the construction of platforms and shelters at all of the 41 Stops. Aiding the OCCo in this work was the Roberts & Williams Company of Utica who built all of the standard passenger shelter houses, and were paid $83 per structure. These small 3-sided shelters were then brought to the appropriate site by the Oneida Railway's work train for placement. Even though the standard shelter houses predominated on the line, it still fell to OCCo gangs to erect specialized shelters and structures needed for passenger and maintenance conveniences and all of the platforms. After the Oneida Railway and New York Central determined where the 41 Stops were to be located, wooden platforms were first built at these sites and then the shelter houses were placed upon them. Although the original estimated cost for providing shelters and platforms was $20,440, the final cost, which took into consideration many other small passenger/maintenance related structures as well as erecting the thirteen wooden block station buildings, came to $92,907.45.

The standard position for the placement of the platforms/shelters was on the far side of a crossing (break) from which a car would approach if not running against the current of traffic. This placement was decided upon for two reasons: 1- Under normal operating conditions, the car would be able to cross the road, where there was a break in the third rail, to gain the Stop so that when getting underway the motorman would not have to be concerned about developing sufficient momentum to coast across the break. If operating against the normal east-

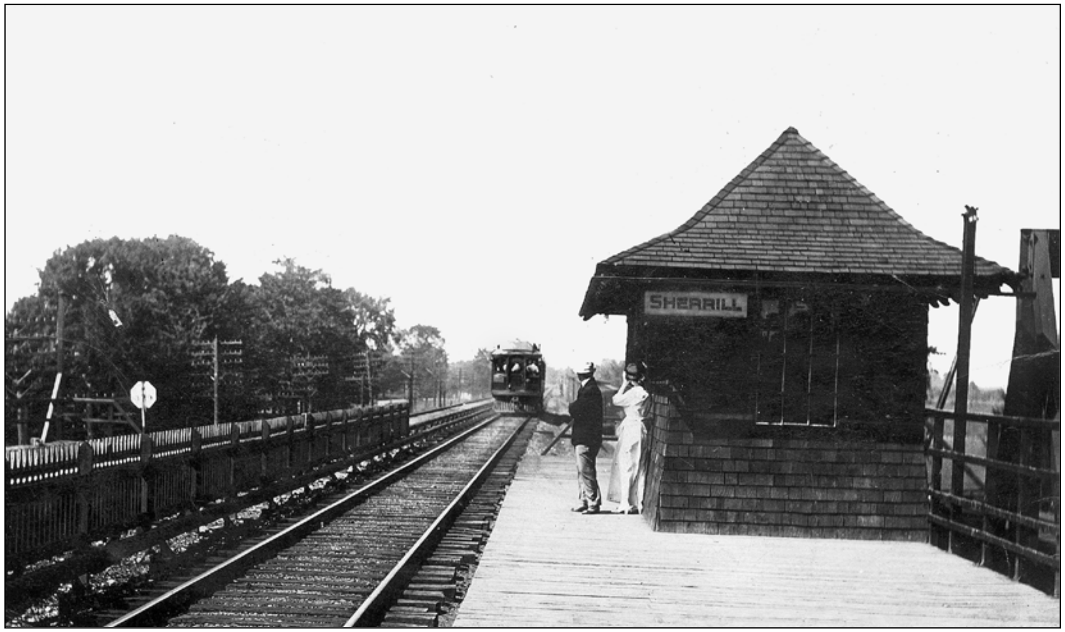


Standard 3-sided shelters (above) were built for the ORCo by the Roberts & Williams Company in Utica at a cost of $83 each. When completed, the OCCo work train delivered them to the more rural Stops for placement atop standard platforms. At Stop 7 (top right) shelter #231 sits atop the westbound platform, hard-by the Comstock Highway's crossing just west of Clark Mills on the 3-track territory of Vernon Grade's east slope. Motormen operating westbound cars needing to stop here fully realized they had to leave themselves some "running start" distance so that they could coast across the highway's break. At Stop 37 (above) motormen were not burdened by such starting concerns when they paused at this westbound shelter, #265. All rural Stops such as these two were equipped with a passenger activated signal – shown to good advantage here – that was used to signal a motorman that he had to make a "flag" stop for passengers. The wood covered third rail, its blocks, fasteners, and brackets, are all nicely displayed in this picture. Dewitt, then, was considered a rural waystop on the electrified third rail line; today it is a sprawling suburb of Syracuse. Barstow and NARA collections.





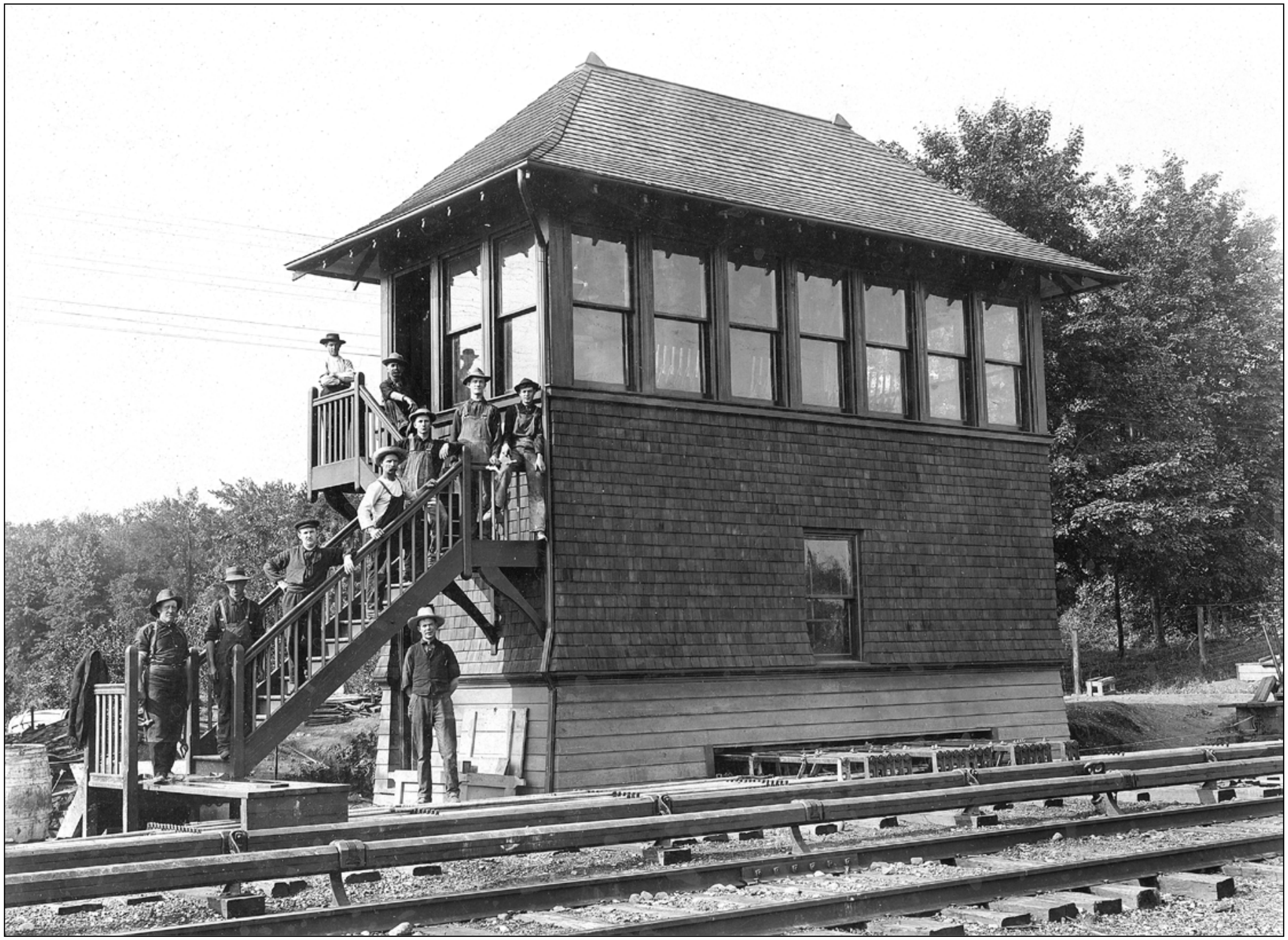
Above- At Stop 21, Oneida-Main Street, the Castle depot served eastbound passengers, while this standard large shelter, #337, did similarly for westbound travelers. OCCo forces built these larger shelters on site. Transmission line tower #170 is to this building's immediate right. NARA collection.



Left- Although not noticeable from this angle, Stop 19's westbound shelter, #336, was listed as a "special" shelter. Maybe that's why it was given an even number rather than an odd number as other westbound shelters. What is odd here, is that passengers are waiting at the shelter for an "eastbound" car to arrive. What's odd about that? Not that the car is running against the normal pattern, but that the people *knew* that it would be arriving on that track. Possibly this was an everyday occurrence. Collection of Dr. Joseph Rowbottom.

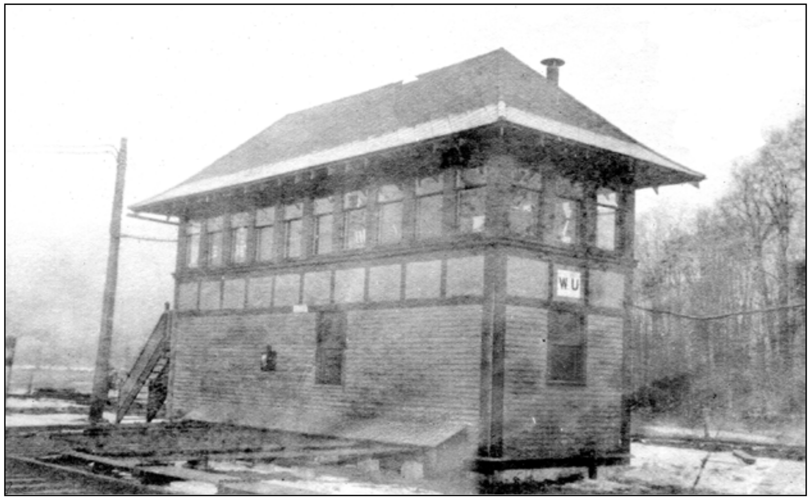
west current of traffic then the motorman would have to be prepared to make a "running start" to coast across the break. Otherwise, the dreaded call for jumper cable and gloves would have to be made. 2- If a car was at rest at the Stop, a person desiring to get to it from the other track would more safely be able to walk behind the car rather than in front of it. As with reason #1, this would work satisfactorily as long as the cars were using the appropriate east and westbound tracks. Were they not, then a passenger would have to walk in front of the car. This most likely was occasioned when a passenger was waiting for a car on the normal platform and the car arrived on the other track. There is no fail-safe measure when passenger train bi-directional operation can be performed, and stations (shelters) are unmanned. Yet, some Stop shelters and platforms were located so that the motorman would encounter a break upon starting his car even if he was operating on the appropriate eastbound or westbound track. That's why it was important for the New York Central to improve the West Shore's signal system and contract for the equipping of thirteen block stations. One of these signal improvements was having stop signals installed at all the rural Stops. In this manner, when a person activated the stop signal a motorman approaching a flag stop on his run knew to stop for a revenue passenger. Pranksters apparently were not taken into consideration when the planning for these self-illuminated stop signals had been decided upon.

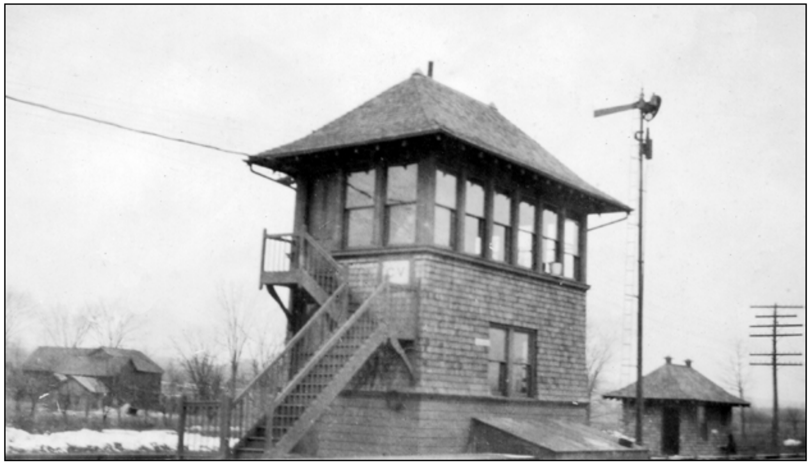
The erection and equipping of the block stations came late in the game for converting the West Shore into an electric railway. The building of these "sentinels for safety" was not actively undertaken until late November of 1906. It was NYC forces that erected the structures, which were then to be equipped by either the General Railway Signal Company or Union Switch & Signal Company. It was not until April 1907, when winter's wrath and absence of frost permitted, that each company was able to begin installing the lever machines, rods, and signal work needed to put each block station into operation. Although there is some ambiguity as to which company outfitted which block station, it is generally understood that GRS equipped B.S. WU through B.S. CT, and US&S did similarly for KR through WX, with each company undertaking signal work within their districts.



In May 1907, Block station VG at Vernon Grade was nearing completion, and it was this group of men who were readying it to go into service when all its associated signal apparatus was installed. The block stations all looked similar in appearance, unless you counted the number of side windows, which was an indication of the size of the "armstrong" lever machine housed inside. The seven-windowed buildings contained 36 lever machines. The more – or less – windows indicated more or less levers, which was also an indication of the intricacy of the "plant" (switches and signals) that had to be controlled. Lever handles can be seen in several of VG's windows. Foreman J.J. Van Hocilten is standing under the stairs. The other men are (from staircase bottom): Martin Kinsel, James Mouleis, H.J. McCaraher, Luke Didymus, Floyd Ranscher, Mike Sweeney, John Tyne, with Fred Hubbard and Wray Court on the landing. McCaraher would become the station's first leverman. Collection of Oneida County Historical Society.

All of the block stations, except WU (shown below) were interlocked, meaning that the leverman would have to throw levers in a pre-determined sequence so that a desired routing and signal aspect could be realized. Why WU, which guarded the crossing of the DL&W as well as providing for entrance and exit from the South Utica changeover point to and from the West Shore line, was not interlocked is unknown.





In a similar safety conscious manner, all signal sections were insulated so that when a train entered one section it automatically actuated a relay, which then operated motors that then set the signal to a red aspect thereby protecting the train while it was in that "block." And, all of the signals were lit from storage batteries that were charged from the third rail current. Block station operators – besides being in telegraphic contact with the South Utica dispatcher – were kept well advised of trains in their territory by a panel mounted on the station's desk. This box-enclosed panel contained lights for each track that went on and off when a train/car passed into the station's block and then left it.

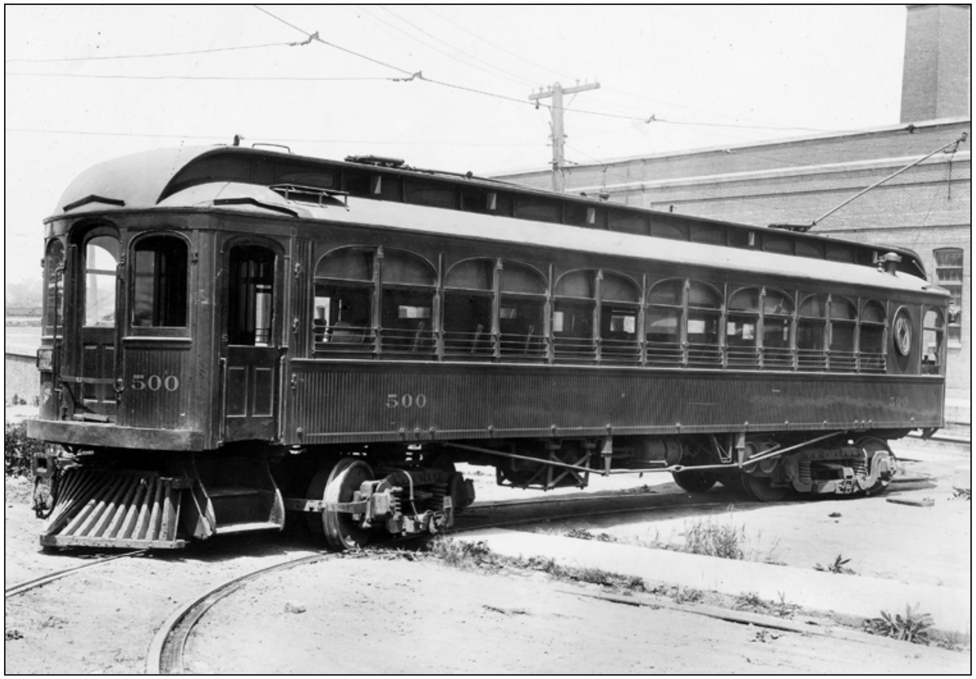
Left, top- Block station WU protected the WSRR-ORCo trackage from the crossing of the DL&W. It was also responsible for handling switches and signals that governed entrance into, and exit from, the ORCo's South Utica changeover trackage. WU was one of the two largest block stations; it housed a 56 lever machine. Hence the ten side windows. AK was the other large block station. Block station CV (left, bottom) was a six-windowed facility. It housed a 32 lever machine and was one of the smallest block stations. CT was another.
Both- NARA collection.

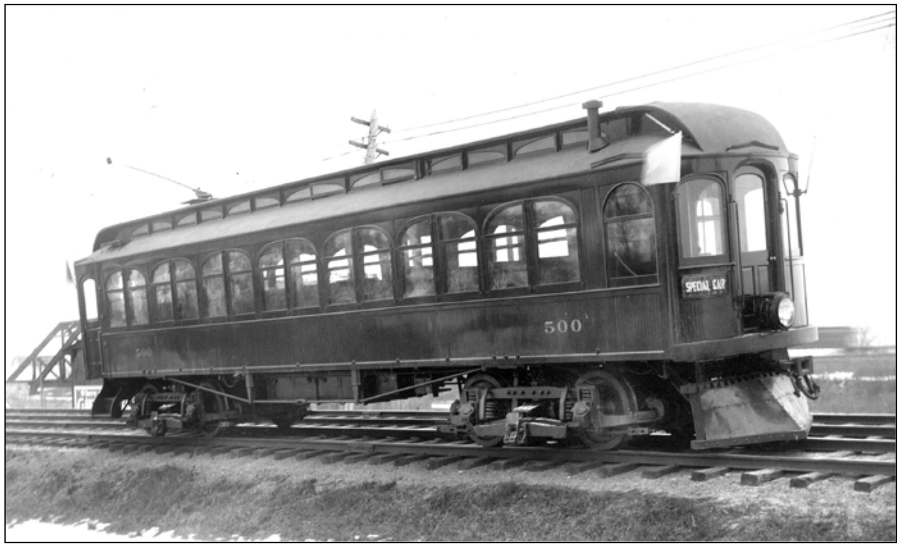
One of the reasons why service was not attempted between just Utica and Canastota was because the signal system and block stations had not been completed on that portion of the line. This became a similar concern as the time approached for the planned June opening of the entire electrified third rail system. It was ORCo Vice-president John J. Stanley who first offered, on November 28, 1906, "That even if the third rail is completed the cars cannot start running until the block stations have been built." As this work progressed, it became apparent that all of the block stations would not be "on-line" until the spring of 1908. The OR and NYC, however, were determined to open up the line to begin producing revenue long before that, so it was ultimately decided that until the block stations were completed the third rail line would operate under timetable and telegraph authority. This is the condition under which the electrified third rail opened for regular service on June 16, 1907.

All of this electrical, roadway, and structure conversion work was undertaken expressly so that electric interurban cars could provide safe, efficient, speedy, and frequent service over the length of the 47.75 mile terminal-to-terminal length of the Oneida Railway Company's Utica to Syracuse corridor; 2.26 miles on the U&MV in Utica, 2.07 miles on the SRT in Syracuse, and 43.42 West Shore miles. Not long after service startup, an express freight service would also be provided for a limited number of Stops between the two end points: Clark Mills (Stop 6), Vernon (Stop 16), Oneida (Stop 21), Canastota (Stop 25), and Chittenango (Stop 29). Sherrill (Stop 19) would be added later.

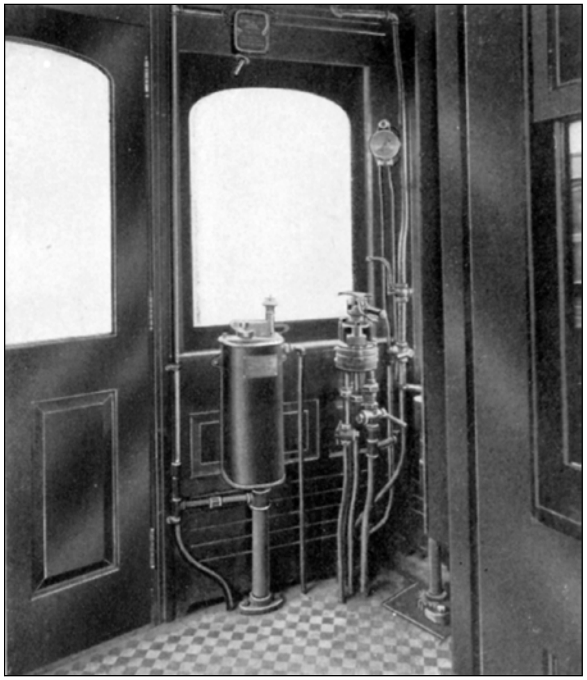
Fifteen cars were initially ordered, on March 16, 1906, from the Philadelphia manufacturing plant of the John George Brill Company. Each car, minus electrical gear, third rail pick-up shoes, and air brake equipment, was loaded on a flatcar when completed and shipped to Utica where the General Electric Company supervised OR and U&MV employees who fitted out the car(s). An OR representative accompanied the shipment of each car to assure its handling was done satisfactorily and to see that it was not delayed enroute. Upon arrival at the NYC's Utica yard, the cars were unloaded from the flatcar transporters, placed on rails atop shop trucks, and brought to the U&MV's Utica Park shop in East Utica. It was here that the Pullman-green and gold striped cars were fitted out for service. Each car was identical: 49-feet long between coupler faces, 8 feet 4 inches wide, 79,780 pounds (when fully serviceable), with a total seating capacity of 52. Within the passenger compartment, there were plush covered seats for 38, and within the smoking compartment 14 persons could sit upon leather covered seats. A motorman's cab was at one end, toilet room at the other end, and the interior appointments were inlaid Mahogany throughout with interlocking elastic tiles placed upon the floor. Interior illumination was provided by electric lights. A Peter Smith #2B electric water heater was provided to keep passengers warm during the chilly season. Its position was behind the motorman's compartment.

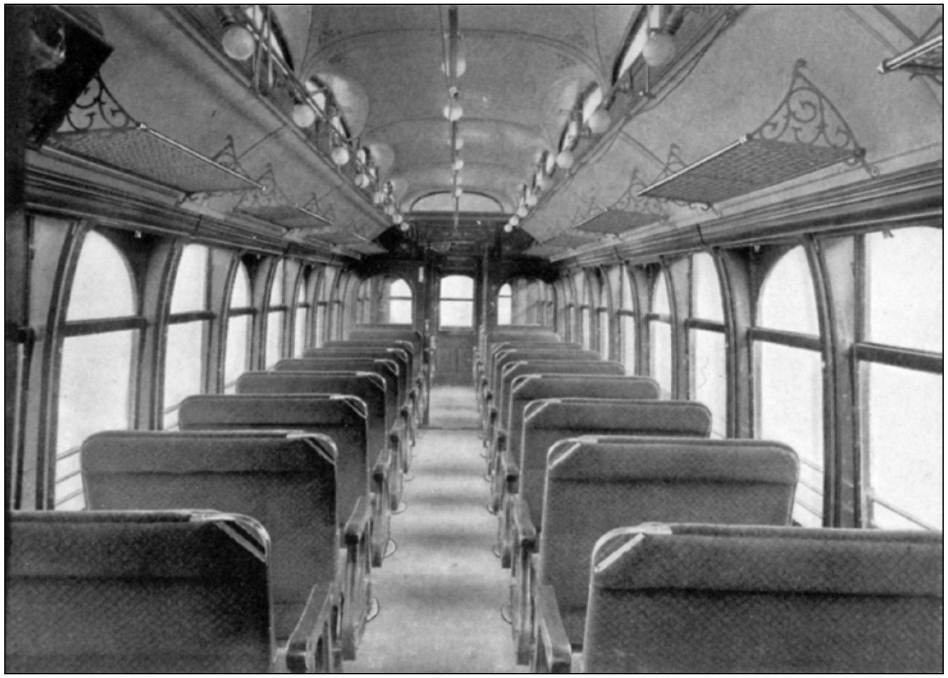
At Utica Park shop, the Brill #27 trucks were fitted with 2 General Electric #73 motors (1 per axle, 75hp each), 2 third rail pickup shoes – one on each side, Sprague-General Electric multiple unit control, as well as all the other electrical apparatus previously mentioned. Top speed for each car was 52mph but, in service and running down hill on Vernon Grade, an unauthorized speed of nearly 65mph could be attained. Posted allowable speed limit was 50mph; 25 for steam freight trains.

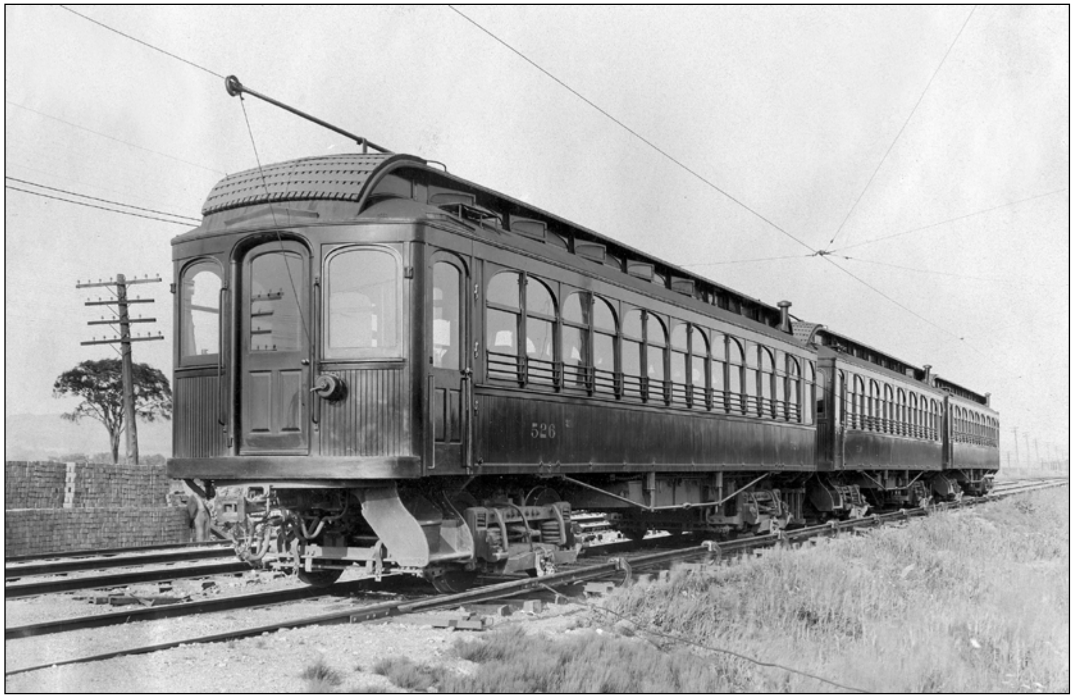




ORCo car #500, shown at left and on the previous page, were in their as-built form when photographed on the U&MV's test track in East Utica and at Syracuse's Wolf Street shop later. All of the wood bodied 500's were adorned only with gold colored numbers and a frame length stripe on their flanks. They were single-ended; motorman's cab at the front (lower left, showing controller, brake stand, air gauge, and linoleum tile), toilet at the rear. To identify which end was front and which was rear, look for the oval window and short roof vent pipe that signifies the toilet as seen on page 104. These features, however, were only on one side of the car. If viewing the opposite side, as is shown at left, the tall roof chimney locates the position of the car's heater that was directly behind the motorman's compartment. Differing styles of steel vs. wood pilots, as well as pickup shoe mounting systems are shown. Portable Crouse-Hinds headlamps could be hung or removed as service dictated. Below- A 500's interior looking forward through the 38-seat coach section towards the partition and door that led into the 14-seat smoking section; plush seats for passengers, leather for smokers.





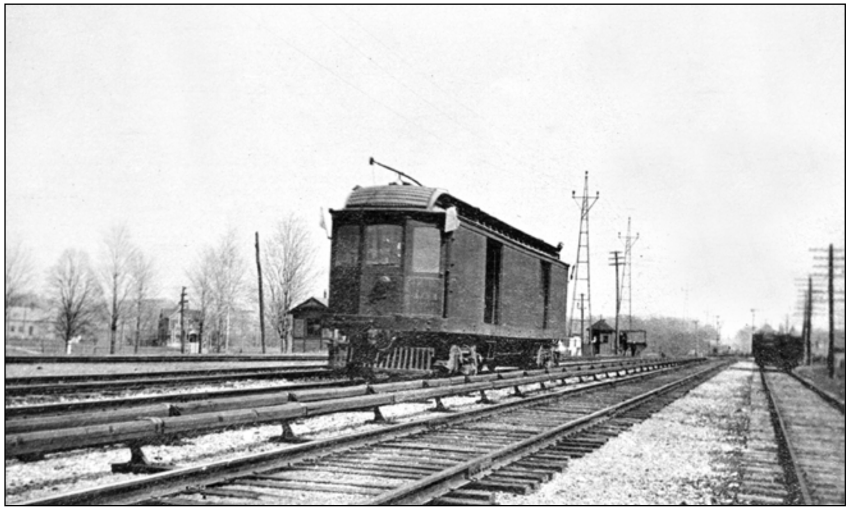

After being outfitted and made operational at the Utica (later Forest) Park maintenance facility, the 500's were test run on U&MV adjoining trackage where overhead wire was already in place, and where third rail was also put in place. A three car trainset (above) is posed on the test track with a somewhat "jury-rigged" power supply delivered to the third rail by not much more than an extension cable. The tall chimneys are at the far end of all the cars, so we know that they are coupled elephant style and that the rear of #526 is at left.

In consideration of the car's rated top speed, the 47.75 mile terminal-to-terminal "Limited" schedule called for one hour twenty-eight minutes; one hour running on the West Shore at an average speed of 43mph, and the other twenty-eight minutes operating on city trackage, which lowered the trip's average speed to 33mph. "Local" cars required two hours two minutes for terminal-to-terminal scheduling.

"Limited" service called for stopping only at Oneida and Canastota between Utica's Main Street (Bagg's Square) terminal and all of the three (at varying times) Syracuse terminals. "Local" cars were generally scheduled to make ten "West Shore steam" stops, six ORCo stops, with "padded" time for the possibility of four additional flag stops. Time was also built into the schedules for both Limited and Local cars to stop to raise/lower the trolley pole at the changeover points. Initially, the car's third rail shoes were stowed (up, vertical) when operating on city trackage and deployed (down, horizontal) for third rail operation. It didn't take long before an OR bulletin was issued stating that the shoes could be left constantly deployed.

These single-ended cars, numbered evenly from 500 to 528, were the vehicles that would make Utica and Syracuse more proximate, not by altering the distance between the two cities, but by reducing the time required to travel from one to the other making them connected in a more timely fashion. Passenger service on the NYC's mainline was equally timely, but this was never the case via the West Shore. By riding the third rail cars not only were the (roughly) 57,000 residents of Utica nearer to Syracuse's 109,000 residents, but so were Oneida (9,000), Canastota (5,000), and Vernon (3,000) folks, too. In 1907, this was state-of-the-art transportation, and exactly what electric traction had been developed for doing. All this was accomplished at a fully-fitted cost per car of $10,870.71.

On January 5, 1907, the first four Brill cars arrived in Utica. Already at the Utica Park shop, motors, electrical gear, and air brake equipment were poised for installation. Coincident with the arrival of the cars, the OR began the process of select-



Above- It was U&MV baggage-express car #404 (shown in ORCo service at Kirkville, westbound) that made the semi-official "under the cover of darkness" trip to Syracuse on March 14, 1907 so that operation on SRT lines could be tested as well as delivering Loomis Allen's household goods to his new Syracuse residence. It was #404 that initiated the ORCo's express service prior to the arrival of sister cars #406-408. But, #404 was best remembered by many motormen as being the fastest car on the line.

ing motorman and conductors as crewmen from the ranks of the SRT, OR, and U&MV. It had been determined that thirty crews would be required for operating the cars needed for the inaugural schedule. Seniority of the men was taken into consideration. Nevertheless, all men desiring to work on "The Shoe" had to attend the school set up in the Utica Park shop and be examined for their knowledge of rules and signaling, as well as their understanding of the electrified line's roadway characteristics. Until the men chosen could begin familiarizing themselves with the line by operation, they were required to familiarize themselves with the cars. And, what better way to do that than assisting in making the cars ready for the road at the Utica Park shop. The idea of doing this mechanical work was tempered by the men knowing that their rate of pay for working on the electrified third rail line would be higher than what they were making in city service.

Four more cars were received from Brill on February 1, and by the end of that month all of the Oneida Railway's passenger rolling stock was in Utica. To facilitate testing of the cars after they were equipped, the U&MV built a "test track" near its Utica barn that was fitted with both overhead and third rail delivery systems. On February 9, the first car was tested on this track; two other cars on Valentine's Day. Periodically the third rail cars were test-run on the U&MV line to Little Falls and Rome using the trolley pole to see how well they ran at speed and through curves. In an effort to not be outdone, the OR fitted two of its Oneida city cars with third rail shoes so they would be able to continue in Oneida-Wampsville service once the third rail became energized and operational.

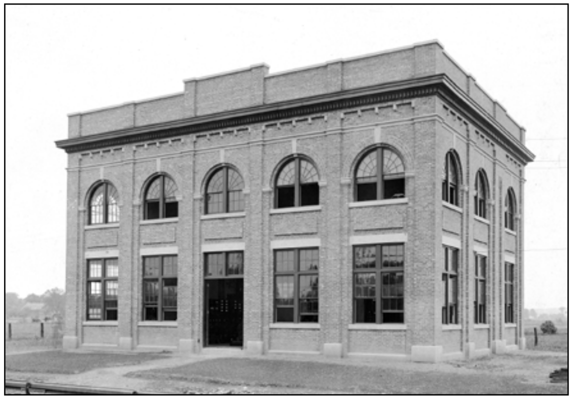
The first electric cars put into service on the West Shore line were three U&MV system interurban cars that were "drafted" for use. During the September 1906 New York State Fair, the NYC found itself with insufficient steam coaches to satisfy the demand for travel to the Solvay, N. Y. fairgrounds site. Thus, the three U&MV cars were conscripted into West Shore service for the duration of the state fair's run, normally about twelve days. Tried and true steam locomotion, however, was used to pull the three cars.

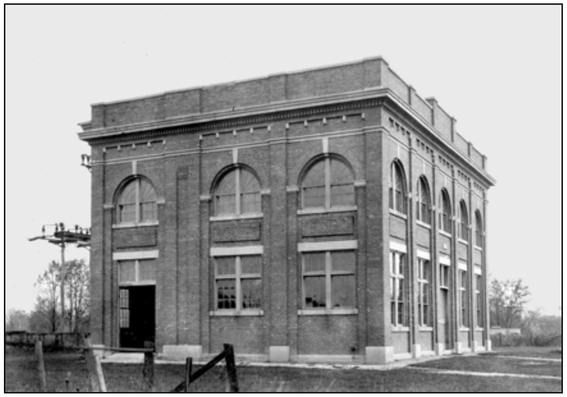
The next electric car to make its way to Syracuse, also towed behind a steam engine, occurred during the evening of March 14, 1907. At the Eastwood changeover point, the steam engine uncoupled from the car, U&MV express car #404, which was then test-run on the SRT's Burnet Avenue and James Street city lines using its trolley pole. Loomis Allen, accompanied by only a motorman and conductor, was particularly interested to see if the 59-foot long car would be able to negotiate the tight radius curves that the shorter city cars rounded without difficulty. The big car did similarly, but the motorman had to be cautiously aggressive with the controller so as to have enough speed and momentum to squeal through the curvature. It was on this run where the car's six inch wheel treads were found to damage the macadam on paved portions of the route. This "official" portion of the car's test proved successful in that if this 59-foot car could negotiate Syracuse city trackage then the 49-foot long third rail line cars would be able to do so, too. The car was very helpful for one other "unofficial" objective of the trip. Because Loomis Allen had recently been promoted to vice-president and general manager of the SRT, he used the car to carry some of his family's household items from Utica to near where his new residence would be in Syracuse. Allen had the car stop on Burnet Avenue at Lodi Street where it was met by a moving van. After the Allen family belongings were transferred to the van they were taken to Allen's new home on Euclid Avenue. You know the old saying, rank has its privileges. Well, Allen – who was in overall charge of the West Shore conversion with William Harvie his second in command – certainly had the rank. The question is, was the express car brought to Syracuse under the guise of testing, or was the trip's primary purpose to "covertly" move Allen's household goods under the cover of darkness? After the transfer of "baggage" the express car was then brought back to Utica whence it came to await U&MV service at the Utica Park carbarn. Ironically, car #404 would later be fitted for third rail operation and conscripted once again, this time officially sanctioned, to initiate express service for the Oneida Railway Company between Utica and Syracuse.

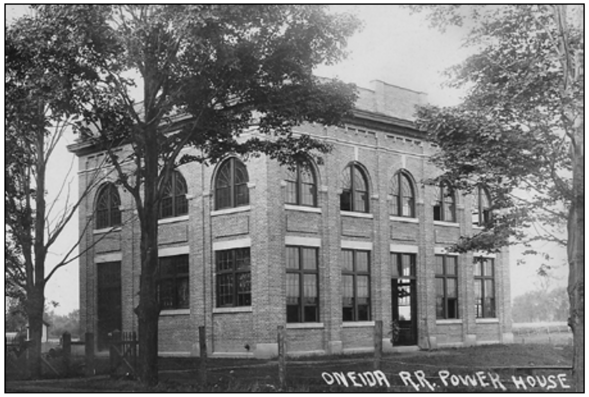
At nearly the same time of this car's testing in Syracuse, the SRT and OR announced plans to jointly construct a new shop in the Salt City on Wolf Street. This new shop, forecast to cost $150,000 but ultimately costing $394,741.43, would become the Oneida Railway Company's chief maintenance and repair facility for all the third rail and Oneida city cars when the shop opened on January 17, 1910.

The day finally came, on April Fool's Day 1907, when the newly installed third rail was fully energized with 600 volts of direct current between (South) Utica and Canastota. Eight days later, car #500 – with Loomis Allen handling the controller, departed Utica Park shop, proceeded via Bleecker Street to the "Busy Corner" and then headed up Genesee Street to South Utica. At the changeover point, the trolley pole was lowered, and third rail pickup shoes were deployed to make their first contact with the underside of the third rail delivery system. At B.S. WU the car gained the converted West Shore trackage, then made a brief stop at New York Mills (at B. S. NF that guarded the crossing of the O&W's Utica Division mainline). Underway once again, Allen continued to advance the controller until the car's top speed of 52mph was reached near Clark Mills. The car performed flawlessly up Vernon Grade and throughout the run to Canastota. Upon arrival at Canastota, the car was turned on the wye there, and then made a quick dash back to Utica. In the car with Allen on this historic run were Chief Electrical Engineer William Harvie, U&MV Superintendent of Transportation Frank B. Gerdon, Assistant Engineer Henry Throop, and John Butterfield (earlier president of the Utica City Railroad) among other lesser officials, managers, and members of the press.

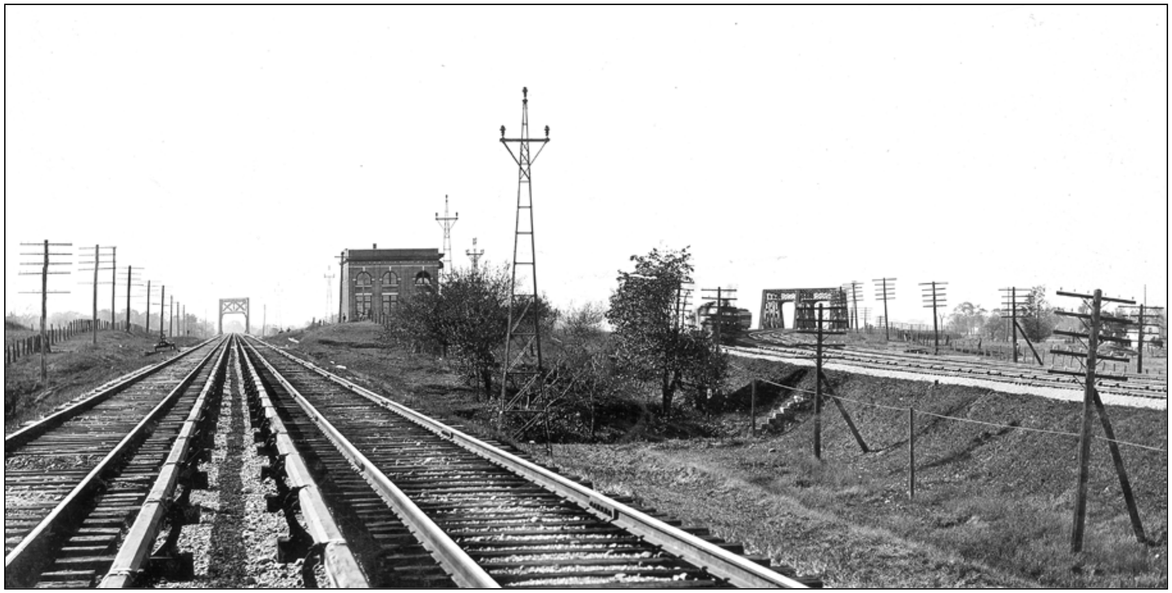
Two days after the electrified third rail's inaugural test run, Engineer Harvie allowed the selected motormen and conductors to commence making familiarization runs to Canastota. Presented to each man at this time was a hat badge signifying that they were an employee of the Oneida Railway Company. Oneida city Conductor Hector Fraser – Loomis Allen's cousin – received badge #1; Charles Parkhurst – an Oneida city motorman – received badge #2. If the OR had not yet been recognized as being the de-facto organization in charge of the West Shore's conversion, these employee badges now advised the world that they had been, and were.

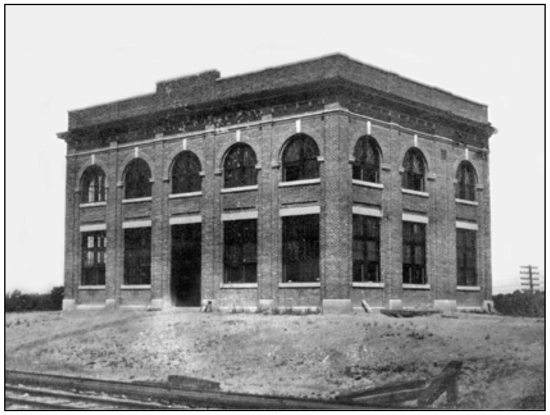






Below- The Canastota sub-station, building #216, was located at milepost 259.9, and was considered to be Stop 27 – for employees only. It was .9 miles west of Quality Hill (Stop 26), and 2.27 miles distant from Canastota's Stop 25. The #3 sub-station is seen in the distance in this westerly view, with WSRR Erie Canal bridge W404 beyond, and the NYC mainline trackage and its canal bridge to the right. An eastbound mainline passenger train is noticeable through the wire-pole line. At this point, the electrified third rail line was comprised of only the two WSRR mainline tracks, which continued for the remainder of the route to Syracuse. All sub-stations had building numbers; Clark Mills was #214, Vernon- 215, and Manlius Center- 217.



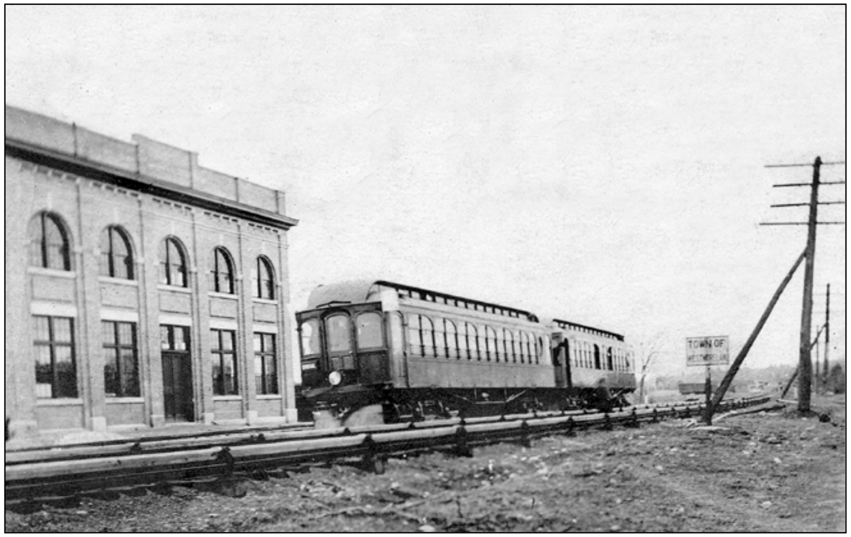


Clockwise from top left- On May 18, 1907, electric conversion of the WSRR was declared complete. Receiving the 60kv a.c. electricity and converting it to 600v d.c. to energize the third rail were the four sub-stations that were such an integral part of the electrification process. Proving they were all identical in outward appearance, at least when viewed from the front and sides were #1- Clark Mills, #2- Vernon, #4- Manlius Centre, and #3- Canastota. The latter facility sat upon a slight rise overlooking the track. At its rear, passed the NYC mainline trackage, where beyond the building's lower right corner, can be seen a telegraph-phone-code pole that marks the mainline's presence. This is shown to better advantage at left. All- Barstow collection.

On April 14, 1907, car #500 again made a run to Canastota, this time with Vice-president John J. Stanley and an entourage of NYC officials making the trip. When the car returned to South Utica it was coupled to sister car #508, and then ran back to Canastota as the line's first two-car trainset. This run was done to determine how two cars handled while being operated by multiple unit control. Again, this test went off without a hitch. It may have been the editor of the Oneida Post to first advise newspaper readers that "Electric cars running over the West Shore are becoming quite common." Indeed they were. Beginning on April 17 four round trips per day were being operated so that the proud crewmen could more satisfactorily learn the characteristics of the electrified third rail line – at least as far as Canastota.

Another landmark run over the electrified West Shore took place on April 22 when the first 3-car trainset was run. Also on that day, Harvie announced that the third rail was nearly all in place between Canastota and Syracuse. He was even more pleased on May 7 to inform his superiors and the public that third rail installation between South Utica and Eastwood had been completed. It took eleven more days for electricians and laborers to connect the Division #4 third rail to the Manlius Centre sub-station, but when that work was done the first successful conversion of a lengthy steam railroad into an electrically propelled line was declared complete. The date was May 18, 1907. The first tragic accident, however, had happened on the line one week earlier.

Twenty year old Neil McDonald was an employee of the New York Central, serving as a telegraph operator at the West Shore's Clark Mills depot. On May 11, a late spring storm had blanketed the area with several inches of snow, and McDonald thought that it was such a pretty scene that he wanted to take a picture of the beautiful sight. And, he thought the best vantage point to do so was from the top of one of the Oneida Railway's transmission line towers, probably the #1 tower near the Clark Mills sub-station. He successfully climbed to the top of the tower, but once there, he got too close to one of the power lines and was electrocuted even though it was later determined that he had not touched the line. By the time rescuers dared to attempt saving him, McDonald died; his clothing having been completely burned away. Neil McDonald became an unfortunate footnote to history; he was the first person to be killed by electricity along the Utica-Syracuse West Shore line, albeit not by the potentially lethal third rail.



Above- On May 1, 1907, a westbound 2-car trainset of 500s passes substation #1 during the course of its crew making a familiarization run to Canastota. This duplicated the first 2-car run made on April 14. Collection of A. Bruce Tracy.

There would be a very, very, few other deaths by electrocution along the line. The first person to be killed by the third rail was Mandeville D. Pierce. The Utica Herald Dispatch ran this story of his July 10, 1907 death: "Third Rail Claims its First Victim. Mandeville D. Pierce, a traveling salesman for the John

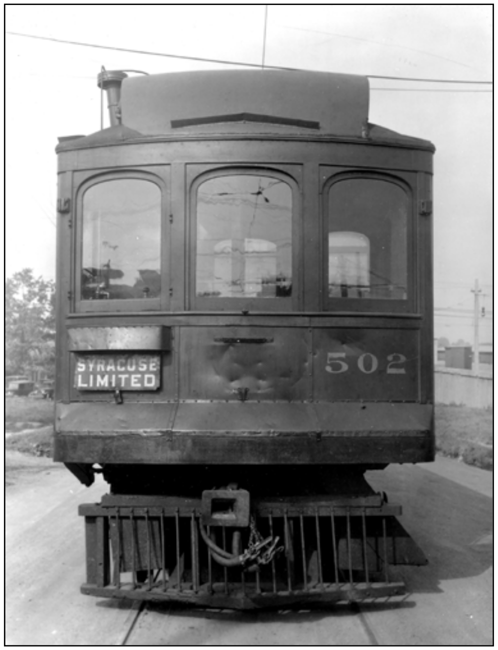
White Confectionary Company of Syracuse, was attempting to return to his Syracuse home by walking along the third rail line. To rest, he sat on the cover of the third rail near the Wampsville milk station, and during the night fell off the cover onto the ground at which time he had come in contact with the third rail. He was found by Section Foreman Kineeley, who alerted authorities, and he was brought to Utica where he died in the hospital." The second man killed by the third rail was an Italian sectionman who, thinking that the third rail had been de-energized and needing to "relieve" himself, did so directly onto the third rail's protective covering. The power had not been turned off so that when his urine ran to the unprotected underside of the rail – well, you can imagine what happened. Many more people were killed by being hit by a third rail car. That's what happened to Albert Breisch on April 26, 1909. He tried to race his automobile across a Manlius Centre highway crossing and was killed when a third rail car beat him to the crossing. He became a footnote to history, too, as the first motorist to be struck and killed by a third rail interurban car.

As the West Shore's conversion process unfolded, it became clear to many traction minded magnates that when the electrified line went into operation that it would be an overwhelmingly successful passenger transportation system. Desiring to attach new electric lines to the West Shore's coat tail was looked upon as being an endeavor that could only be equally successful. Lehigh Valley Railroad officials began considering the possibility of electrifying their line from Canastota to Sylvan Beach during October of 1906. This may have been an attempt to usurp the popularity of the Ontario & Western's steam service to Sylvan Beach from Castle, and the best way to do that would be to electrify their line. A more substantial plan developed in December to revive the long sought electric connection between Oneida and Rome. Towards that end, the Rome & Oneida Electric Railway was incorporated (on December 12, 1906); its capital stock being $350,000. But, although the U&MV wanted to construct the line as they had been trying to do since 1902, the NYC continued to block a crossing of its mainline trackage within downtown Oneida. This may seem an unlikely turn of events considering the close relationship that had been established between the U&MV and NYC, but the mighty railroad prevailed and an electric line between Oneida and Rome – via Sylvan Beach – would never be built. Nor would the LVRR electrify its line.

Two other traction lines were proposed during early 1907. First was the Utica Southern Railroad incorporated on January 7. It desired to use its $600,000 capital stock to extend electric service from the U&MV's Clinton terminus southward through the Oriskany (Creek) Valley. So promising was its construction forecast and future operation that its route was printed on the 1907 map of Oneida County. The second scheme to be daydreamed was the Buffalo, Rochester & Eastern Railroad. Its backers dared to announce on May 1 that they wanted to build the line and operate it in direct competition with the NYC from Buffalo to Boston. Even though electric railroad "fever" was at its height in 1907, neither of these lines amounted to much more than wishful thinking. The Oneida County map of 1907, however, can still befuddle those unwary historians who do not research beyond lines printed on maps. The O&W, by the way, was quite pleased by the demise of the USRR as they continued to operate through the Oriskany Valley unencumbered by competition. Electric railroading posed a big threat to neighboring steam lines, you know. Especially in the passenger carrying department.

But, the Oneida Railway Company's electrified third rail West Shore line was destined to never be so threatened. Its future as the unchallenged and preeminent electric passenger carrying railroad was secure, as was the New York Central's hold on steam passenger service run on its mainline lying just to the north. Together, the OR and NYC had a corner on the market for railroad passenger transportation between Utica and Syracuse. Only one new electric “baby” would be born during the life of the electrified third rail line. It had been envisioned since the original OR became a property of the Andrews-Stanley syndicate in 1901, and in no way could it be thought of as a threat the third rail’s well being. That line was the Kenwood Extension, and its opening in 1909 fulfilled all of the syndicate’s expansionist plans that Loomis Allen had been directed to bring to fruition and was stipulated in Oneida’s franchise of February 24, 1902. (The Kenwood Extension to Sherrill is extensively covered in Chapter 6.)

Now that the conversion of the West Shore line was declared complete and the third rail was “hot” for the entire length, Loomis Allen again made history when he took car #502 and made the first run over the complete length of the line, which included the previously untested Canastota to Syracuse section. With Allen at the controller, the car left the changeover point in South Utica at 8:25pm on May 21, 1907. He, along with Motorman George Moore, passed through Canastota at 9:21pm and arrived in Syracuse at James and Salina streets at 10:45. While this run appears to have been at somewhat of a leisurely pace it would be best to keep in mind that this was also the first evening transit of the line. Motorists on highways crossing the line certainly were not expecting to encounter an interurban car at this time, though there must have been some drivers who were indeed surprised by the appearance of the #502. On the return run, Moore ran the car – Allen having stayed in Syracuse – and the more experienced motorman ran “express” to South Utica in only one hour twenty minutes.



Left- Car #502, with Loomis Allen manning the motorman’s compartment, made the first round trip over the entire length of the newly electrified Third Rail Line. This historic trip would be followed by several other noteworthy events in which the car participated. Traveling halfway across America, and being the final 500 series car to operate are within its resume. In this picture, it differs greatly from its original appearance. All 500s were steel-sheathed during the 1921-23 period, and eight of their number would be double-ended. Still, the face is unmistakable, one that has seen grandness and unfortunately, one that would see sadness, too. Collection of Robert Groman.

Before determining when the line would officially open, senior NYC and OR officials toured the line on May 17 and May 29 by using the Central’s inspection engine “Mohawk.” Among these men were Loomis Allen, NYC General Manager Alfred H. Smith, his assistant Ira A. McCormack, Vice-President William Wilgus, and Samuel Rea who was a vice-president of the Pennsylvania Railroad – a line that was in the process of developing its own steam-to-electric conversion. The day prior to the second inspection trip, four third rail cars were coupled together at South Utica and run as a multiple-unit trainset to Eastwood, another first.

By June 6, 1907, all of the motormen and conductors had been selected and began running over the completed line as paired crewmen. Two days later, after the date of the opening day had been announced to the public, a decision was made regarding the rate of pay for men working on The Shoe. Previously, much dissention had developed among the ranks of city line motormen and conductors who felt that they should also be entitled to a raise. Their complaint was that if the higher paid third rail men run over the city lines then they should receive the same pay. Their claim was not without merit. What happened on June 8 was unusual and unexpected. Vice-president and General Manager C. Loomis Allen announced that all of the nearly 900 employees would receive an increase in pay. With an extremely happy workforce, Allen directed that beginning June 9 the third rail crews would begin operating their cars under the authority of the timetable that had been established for the line on its official public opening date of June 16. These "dress rehearsals," as they were dubbed by newspapermen, would further familiarize the crews with operation under timetable and telegraph authority as the block stations were still not yet ready to provide their intended function.

With the official opening of the electrified third rail line only days away, the NYC lived up to another one of its obligations as specified in its December 3, 1904 agreement with the Oneida Railway. It amended the 1904 agreement – with the OR's approval – on June 12, 1907, and specified that when the West Shore was ready to be opened as an electrically propelled line, the NYC would discontinue passenger train steam service between (South) Utica and Syracuse, thereby providing the OR with all of the passenger carrying responsibility on the line. This, however, was not much of a concession on the part of the NYC as it had been running only two sets of trains on a daily basis in each direction. The trains were #65- the morning Syracuse accommodation train from Utica, and its evening counterpart #67. Eastward train #74, which had been a Syracuse to Albany morning train became a Utica to Albany train, as did evening train #76. (After the electrified third rail line opened, steam passenger service to and from Albany utilized Utica's NYC station via the Harbor to Schuyler Junction connection from the West Shore Railroad to the NYC mainline. Harbor was located east of South Utica.) Steam freight service, however, could continue to be run. The OR had an obligation to live up to as well. Also stipulated in the amended agreement was that when the West Shore was ready to be opened as an electrically propelled line the Oneida Railway would begin to pay an annual rental of the West Shore in the amount of $90,000, which was to be increased to $130,000 per year in 1913.

All of a sudden the stage was set for the formal opening of the Oneida Railway Company's electrified third rail line for officials and invited guests on June 15, 1907. On that day, the Lilliput line of 1885 would become Goliath-like. The West Shore's table had been set with new ties, rails, and structures, and was laced with a garland of third rail. Now it was time to utilize that table for a grand opening party.

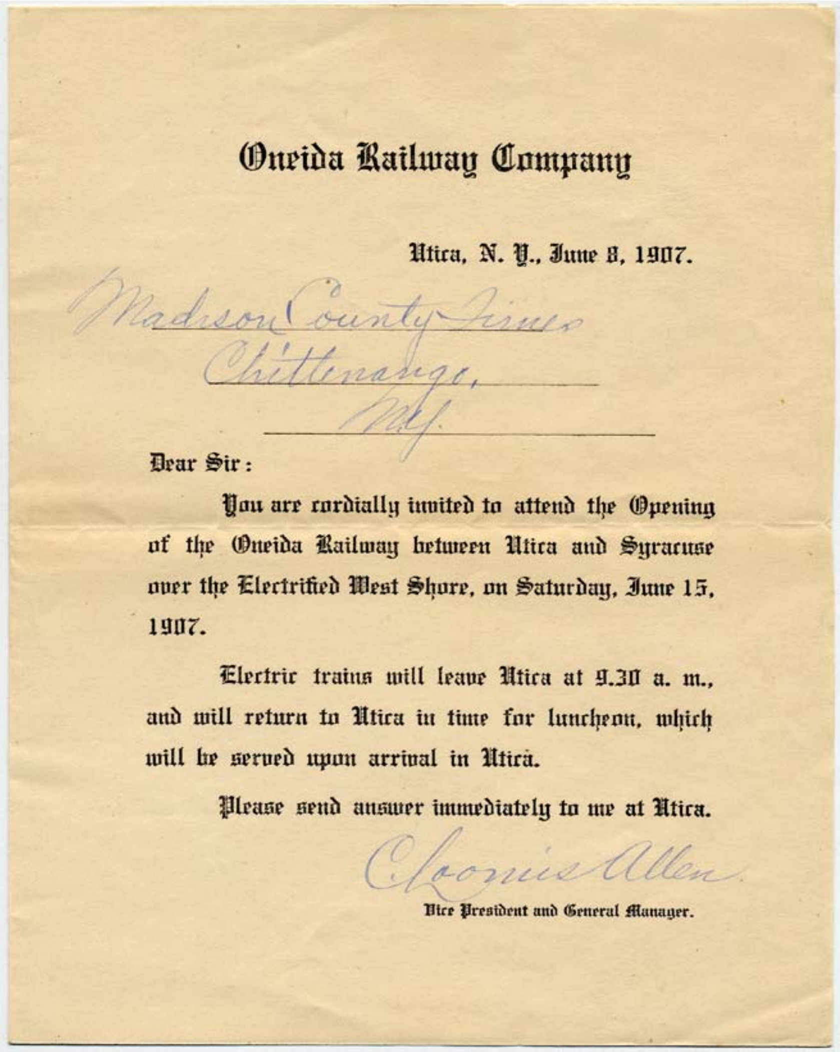
On January 6, 1907, a Utica Journal story about the third rail line nearing completion ran under a headline exclaiming: "Utica and Syracuse, Sister Cities of Central New York, to Become Better Acquainted During the Summer." Within the story appeared the line: "There is something – an in explainable something – about a trolley line that seems to shorten distance." That's exactly what the West Shore electrification was designed to do. But, it was also designed to provide timely, door-to-door service for the public. This may be best understood and appreciated by the following poem entitled "The Old Man's Story" that was penned by Utican Thomas H. Howard not long after the opening of the Oneida Railway Company's electrified third rail line:

"It does me good when I sit here, and watch the cars go by;
I often think how times have changed since eighteen sixty-five.
Say, boys, now I remember well the old horse cars we had;
Your Daddy, he remembers too, but you were just a lad.
It used to take a half an hour between Oneida Square,
And where the savings bank is now to make the run, I swear.

Of course, it was the best we had in that old-fashioned day;
But transportation has improved, I'm very glad to say.
You couldn't go outside the town, unless you went by steam;
I used to deal in horses then, but, say, 'twould kill a team.
To drive them where you can go now for something like a dime,
Why, say boys, it ain't worth the while, the bother and the time.
Because a man can get a car in front of his own home,
For Oneida and Syracuse, for Little Falls or Rome.
Suppose a man, for instance lives in New Hartford town,
Well he don't need no auto car or horse to run around.
The trolley that goes by his door connects at Bleecker Street,
With all the interurban cars at the hour and half they meet.
But, now as I was saying, son, steam trains are alright,
But, they can't beat the trolley car, not by a gol-darn sight.
Now, here's the pointer, lad, a man wants something quick,
To take him where he is going cheap, the trolley does the trick."

A third rail fare, however, cost more than a trolley's dime; it cost .75 cents to ride a big interurban car from Utica's Busy Corner at Bleecker Street to Syracuse; $1.40 round trip. Fares for a West Shore steam passenger train had been $1.08 one way; $2.00 roundtrip. That's another thing the electrified third rail did; it made travel cheaper. It cost the Oneida Railway Company and the New York Central a lot of money to convert the West Shore to an electric operation, exactly $2,248,368.66. You have to spend that kind of money, I suppose, to create something that's innovative, useful, unique, and historic.

With that cost in mind, it was certainly appropriate to now have a nice party.



Oneida Railway Company

Utica, N. Y., June 8, 1907.

Madison County Times
Chittenango,
N.Y.

Dear Sir:

You are cordially invited to attend the Opening of the Oneida Railway between Utica and Syracuse over the Electrified West Shore, on Saturday, June 15, 1907.

Electric trains will leave Utica at 9.30 a. m., and will return to Utica in time for luncheon, which will be served upon arrival in Utica.

Please send answer immediately to me at Utica.

C. Loomis Allen
Vice President and General Manager.

In preparing for the Grand Opening of the Oneida Railway Company's electrified Third Rail Line, Vice-president and General Manager C. Loomis Allen sent out invitations (above, right) to political leaders, railroad executives, business leaders, employees, and newspaper editors so that they could participate in festivities scheduled for June 15, 1907. Consider this your invitation, too.

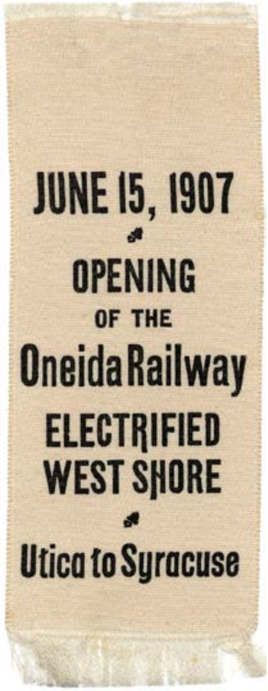
CHAP. 6

The Starts

In 1907, the officers of the Oneida Railway Company were President Horace E. Andrews, Vice-presidents William K. Vanderbilt, Jr. and John J. Stanley, Vice-president and General Manager C. Loomis Allen, Secretary Walter N. Kernan, Treasurer Charles B. Rogers, and Oneida City Superintendent James Lawler. On June 15 all of these men were in Utica, New York for the official opening of the electrified "Third Rail Line", as it came to be unofficially named. Many other dignitaries were either in Utica or would be brought there for the grand opening's celebratory run to Syracuse and dinner that was to be held at Bagg's Hotel. Invitations had been sent and dress rehearsals had been made. Crewmen were trained, nine sub-station operators had been hired, four patrolmen made inspections of the third rail on a daily basis, and one transmission line patrolman did similarly. And, the Brill cars were rarin' to go. Now it was time for all persons to toast the successful conversion that had been completed.

The area newspapers did their part in providing information about the Third Rail Line to the readers: "Utica Electrics Start Saturday" said the Syracuse Herald; "Open for Business Next Sunday," the Syracuse Daily Post Standard offered. Both papers advised their readers correctly. In Utica, the Herald Dispatch proclaimed, "Utica and Syracuse United by Trolley, Now Twin Cities." Even the Oneida Dispatch got in on the act with "West Shore Opened Formally To-Day" on June 15. The region's populace was energized by the impending initiation of the OR's Third Rail Line service.

On Saturday morning, June 15, 1907, four of the 500s – the Brill cars – were poised to formally open the Oneida Railway's electrified West Shore line. In Utica, three cars were awaiting the 9:30am call to duty. In Syracuse, the fourth car would wait for the arrival of Utica's cars. Precisely on time, car #522 left Utica's Main Street terminal and triumphantly marched up Genesee Street; the car being empty except for the crew of George Moore- motorman, and Conductor C. W. Sherman. Motorman Moore was an Allen favorite and would be called upon for many important and special runs. This car's purpose was to pick up invited guests at Clark Mills, Vernon, Oneida, Canastota, and Chittenango and speed them into Syracuse. Among these first riders would be Oneida Mayor John H. Richardson and Oneida Castle Village President F. M. Rathbone who stepped upon their first Third Rail car when #522 paused at Stop 21, Oneida-Main Street. Vernon's Village President M. B. Hall and Canastota's Village President F. F. Hubbard were picked up in their villages at Stop 16 and Stop 25, respectively.



A satin ribbon, adorned with black lettering (left) was given to each person who rode in the Oneida Railway Company's official cars - #502, 504, 522, or 528 – on June 15, 1907. At least 195 of these attractive keepsakes were given to the invited guests as a remembrance of this long-time-coming, and historic, day.

Meanwhile, the Syracuse car – #528 – waited for its passengers at the terminal; the most noteworthy being Vice-president John J. Stanley. This car departed the terminal at 11am and made stops to pick up other dignitaries along the interurban car's city route, and upon arriving at Eastwood's changeover point awaited the arrival of Moore's car #522. When car #522 arrived at Eastwood it turned on the wye utilizing the SRT's Burnet Avenue line and the two cars were coupled together with #528 leading. Its crewmen were Motorman Charles Parkhurst and conductors Hector A. Fraser and John O'Hara. Both cars stood at Eastwood to wait for the arrival of cars #502 and 504 from Utica. This was to be car #502's second history making run.

It was cars #502 and 504, however, that had the honor of being the conveyance for the most distinguished guests. In #502 sat Oneida Railway Company President and New York Central Vice-president Horace E. Andrews, NYC Vice-president William K. Vanderbilt, Jr., NYC Assistant Superintendent W. K. McCoy, and NYC Mohawk Division Superintendent F. A. Harrington. The crew of lead car #502 were: Motormen Frank L. Blum and Charles D. Doty, along with Conductor William Coughlan. Blum had gone to work for the ORCo on June 10, 1902 and became one of the first motormen when the line was electrified six months later. His date of service made him the most senior motorman in service on the Third Rail Line.

In charge of car #504 were: Motorman V. W. Rhodes and Conductor George Audas. For the first two years of Third Rail service, the interurban cars ran with a 3-man crew: Motorman, conductor, and trainman. The latter man's job was to aid the conductor, flag crossings, stow and deploy third rail shoes, and perform the dreaded "Jumper Operation" if required. After February 24, 1909, however, only a motorman and conductor manned the cars, and fourteen trainmen were furloughed. Why cars #504 and 522 operated on this first day with only a two-man crew, and why car #502 had two motormen while #528 had two conductors has been lost to the passage of time.

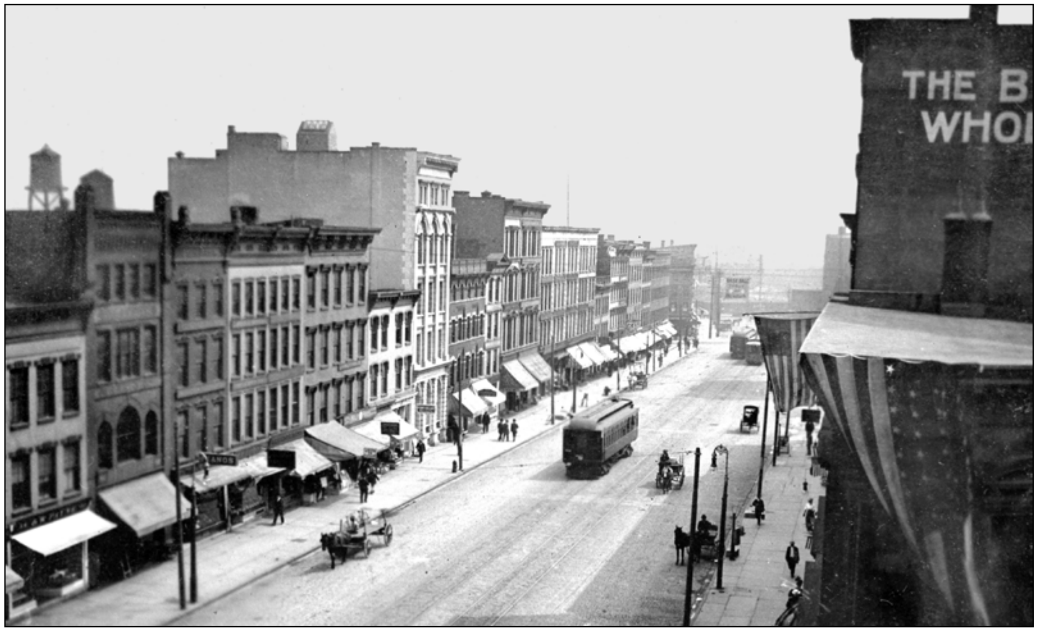
Riding in car #504 were Oneida Railway Company and Syracuse Rapid Transit Railway Company Vice-president and General Manager C. Loomis Allen, Utica & Mohawk Valley Railway Superintendent Frank J. Gerdon, and Utican John Butterfield, Jr. who was the son of the late transportation and express pioneer John Butterfield – who had been a stage driver prior to incorporation of the Utica City Railroad in 1862. Junior Butterfield, now 85 years old, remembered Utica before there were any railroads, and quickly embraced them when they came. He was a passenger on the first Utica & Schenectady and Syracuse & Utica railroad trains, and he helped to build and form just about all of Utica's street railroads afterward, beginning with the Utica City Railroad, of which his father was president; he being a construction foreman and the completed line's first superintendent. It was only natural then for him to have been a rider on the opening day for all of Utica's street car lines. The Oneida Railway Company thought the day would be incomplete without the presence of John Butterfield, Jr. on its inaugural run to Syracuse.

Car #502 left Utica's Main Street terminal at 9:44am, with #504 following closely behind. Upon reaching the South Utica changeover point, the two cars were coupled together, and with their trolley poles now lowered and third rail shoes deployed, began their historic run to Syracuse at 10:02am. Temporarily at the controller of #502 – the lead car – was Loomis Allen who had moved from #504 while the cars were stopped in South Utica. As soon as Allen got the cars up to a speed of 50mph, he returned the control of the car to Motorman Blum.

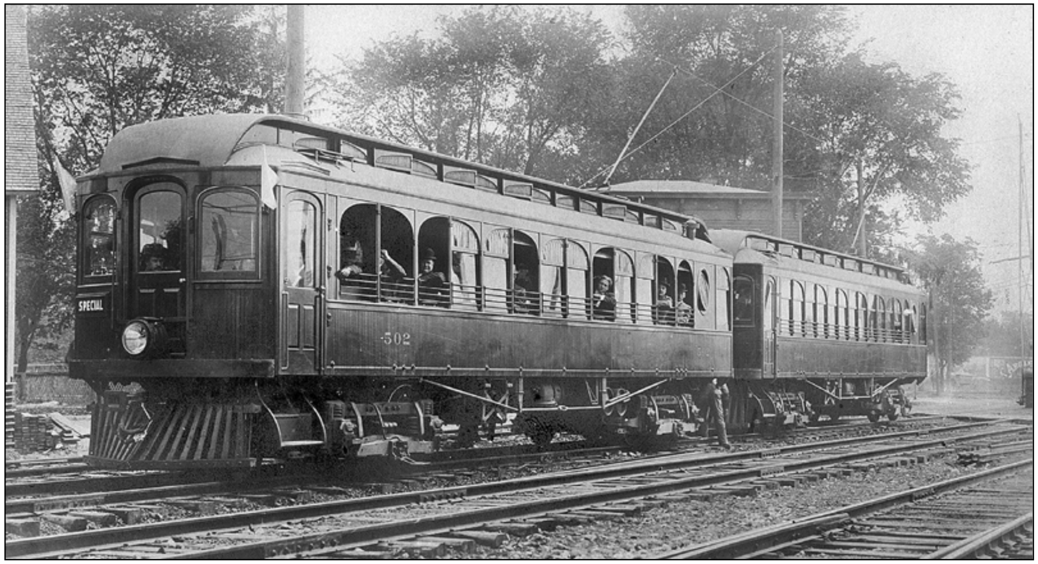
Despite an unexpected stop at Canastota, where trackmen were working, Blum was able to bring cars #502 and 504 in to Eastwood at 11:20am. At the changeover point there, Vice-president Stanley switched cars from #528 to #502, and Loomis Allen left car #502 for car #528. Also at the Eastwood changeover point, Brill cars #502 and 504 were uncoupled, third rail shoes stowed, and poles raised so that the two cars could operate independently over the Syracuse Rapid Transit lines to the Syracuse terminal.

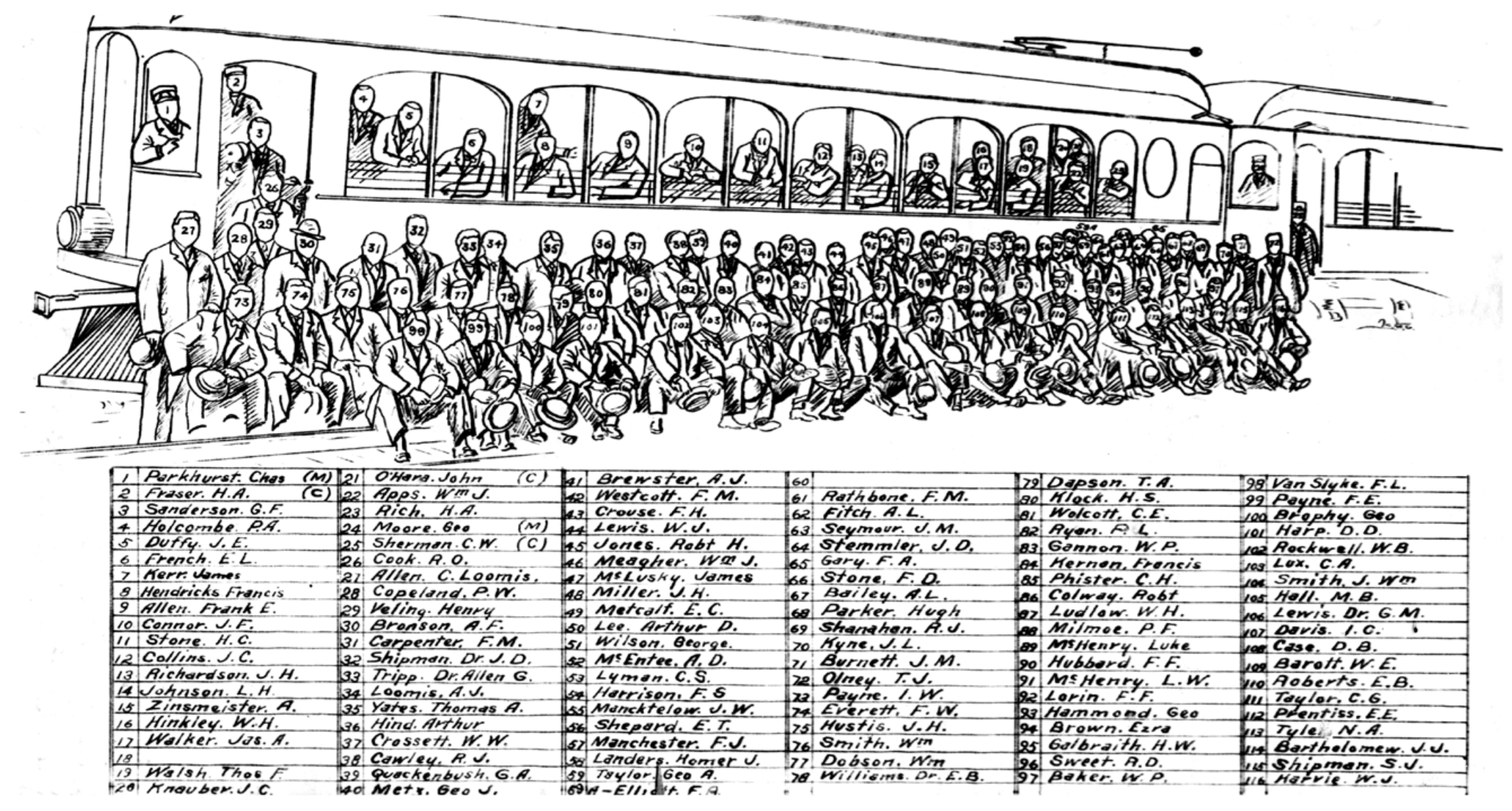
(Text continued on page 135.)

At precisely 9:44am, June 15, 1907, Oneida Railway Company car #502 departed Utica's Main Street terminal to begin its history making journey to Syracuse over the electrified West Shore Third Rail Line. Car #504 departed the terminal closely upon 502's heels. After only a few moments, both cars marched grandly up Genesee Street (right, top) where an enterprising photographer took their picture on that glorious day. Running independently, car 502 is in the center of the scene, while car 504 is some five car lengths behind – on the same track – and is being either passed or paced by a U&MV city car. It would be many years before the 500s proceeded southward up Genesee Street in tandem, and only on rare occasions that they ran in multiple units of two – or more – cars down Genesee Street's grade. Despite the fact that all of the 500s were equipped with Sprague-General Electric m.u. controls that – theoretically – provided characteristics for multiple operation of cars identical to that of a single car, down grade operation of multiple car trainsets was not a standard procedure. This was especially adhered to during inclement weather. Barstow collection.



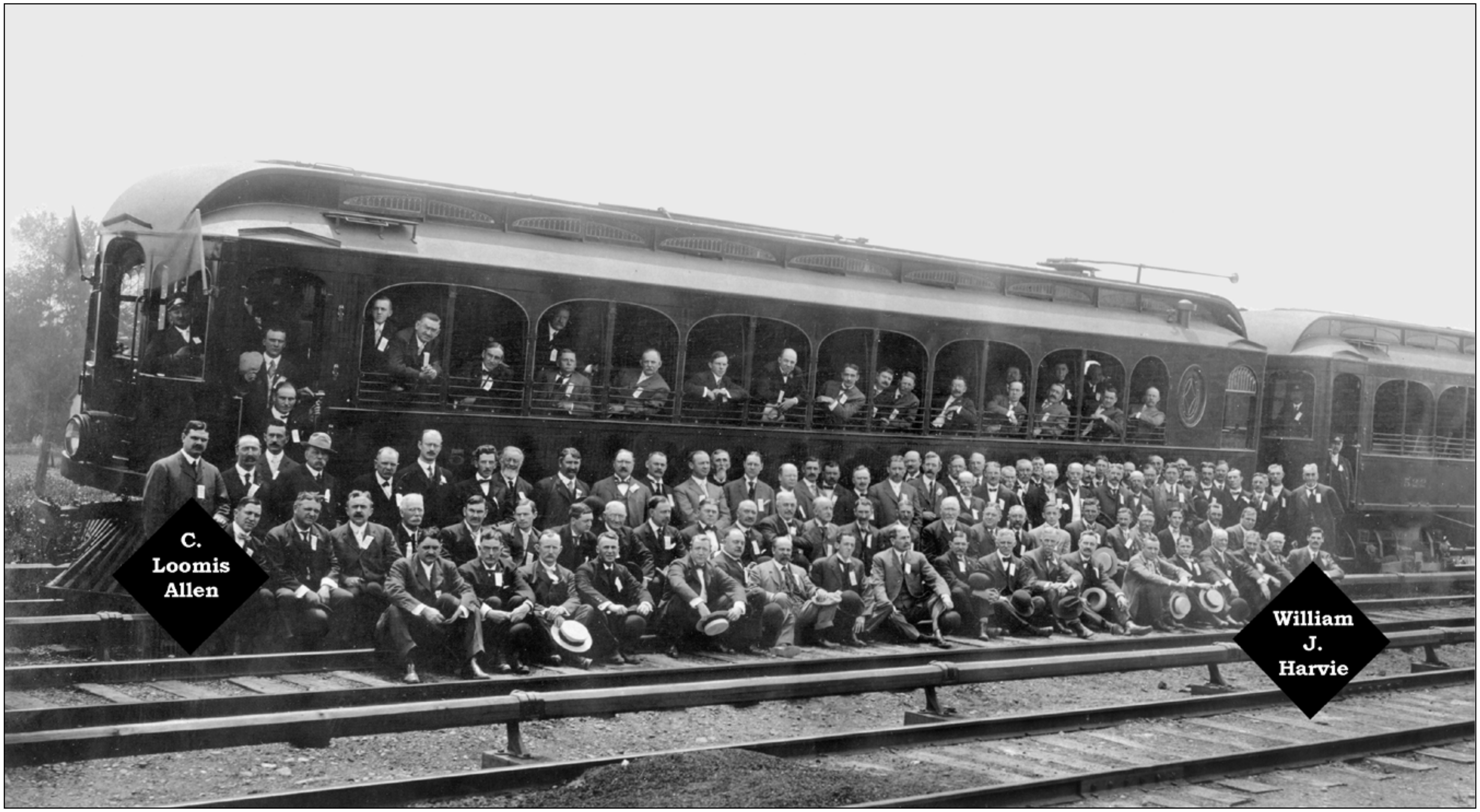
When cars #502-504 reached South Utica, they stopped immediately after curving onto the east end of the changeover point. It was there that this oft-printed picture (right, below) was taken. Regardless of its many printings – and captions, you may not know that there is a utility man between the cars coupling them together and connecting the m.u. wiring, and he has already deployed the third rail shoes. Upon completion of couplings, both cars will proceed further while still drawing power from the overhead wire until third rail territory on the changeover point is reached. Then, the trolley pole(s) will be lowered and stowed and will begin drawing power from the third rail. You may also not know that Loomis Allen is in the lead car; that's him seen in the middle (front) window eying the photographer.
Collection of A. Bruce Tracy.



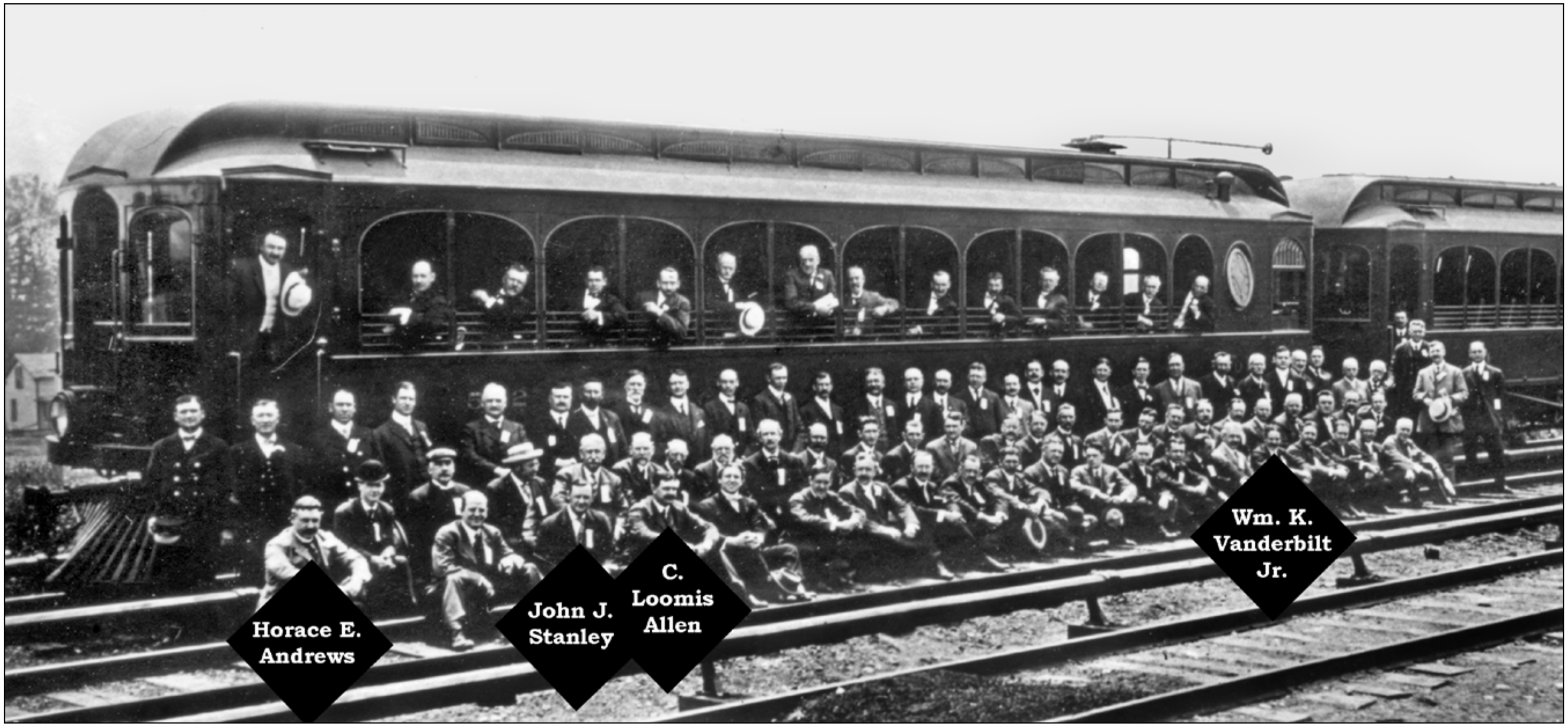


1	Parkhurst. Chas (M)	21	O'Hara. John (C)	41	Brewster. A.J.	60		79	Dapson. T.A.	98	Van Slyke. F.L.
2	Fraser. H.A. (C)	22	Apps. Wm J.	42	Westcott. F.M.	61	Rathbone. F.M.	80	Klock. H.S.	99	Payne. F.E.
3	Sanderson. G.F.	23	Rich. H.A.	43	Crouse. F.H.	62	Fitch. A.L.	81	Wolcott, C.E.	100	Brophy. Geo
4	Holcombe. P.A.	24	Moore. Geo (M)	44	Lewis. W.J.	63	Seymour. J.M.	82	Ryan. R.L.	101	Harp. D.D.
5	Duffy. J.E.	25	Sherman. C.W. (C)	45	Jones. Robt H.	64	Stemmler, J.D.	83	Gannon. W.P.	102	Rockwell. W.B.
6	French. E.L.	26	Cook. R.O.	46	Meagher. Wm J.	65	Gary. F.A.	84	Kernan, Francis	103	Lux. C.A.
7	Kerr. James	27	Allen. C. Loomis.	47	McLusky. James	66	Stone. F.D.	85	Phister. C.H.	104	Smith, J. Wm
8	Hendricks Francis	28	Copeland. P.W.	48	Miller. J.H.	67	Bailey. A.L.	86	Colway. Robt	105	Hall. M.B.
9	Allen. Frank E.	29	Veling. Henry	49	Metcalf. E.C.	68	Parker. Hugh	87	Ludlow. W.H.	106	Lewis. Dr. G.M.
10	Connor. J.F.	30	Bronson. A.F.	50	Lee. Arthur D.	69	Shanahan. R.J.	88	Milmoe. P.F.	107	Davis. I.C.
11	Stone. H.C.	31	Carpenter, F.M.	51	Wilson. George.	70	Kyne, J.L.	89	McHenry. Luke	108	Case. D.B.
12	Collins. J.C.	32	Shipman. Dr. J.D.	52	McEntee. A.D.	71	Burnett. J.M.	90	Hubbard. F.F.	109	Barott. W.E.
13	Richardson. J.H.	33	Tripp. Dr. Allen G.	53	Lyman. C.S.	72	Olney. T.J.	91	McHenry. L.W.	110	Roberts. E.B.
14	Johnson. L.H.	34	Loomis. A.J.	54	Harrison. F.S	73	Payne. I.W.	92	Lorin. F.F.	111	Taylor. C.G.
15	Zinsmeister. A.	35	Yates. Thomas A.	55	Mancktelow. J.W.	74	Everett. F.W.	93	Hammond. Geo	112	Prentiss. E.E.
16	Hinkley. W.H.	36	Hind. Arthur	56	Shepard. E.T.	75	Hustis. J.H.	94	Brown. Ezra	113	Tyler. N.A.
17	Walker. Jas. A.	37	Crossett. W.W.	57	Manchester. F.J.	76	Smith. Wm	95	Galbraith. H.W.	114	Barthelomew. J.J.
18		38	Cawley. R.J.	58	Landers. Homer J.	77	Dobson. Wm	96	Sweet. R.D.	115	Shipman. S.J.
19	Walsh. Thos F.	39	Quackenbush. G.A.	59	Taylor. Geo A.	78	Williams. Dr. E.B.	97	Baker. W.P.	116	Harvie. W.J.
20	Knauber. J.C.	40	Metz. Geo J.	69	H-Elliott. F.A.						

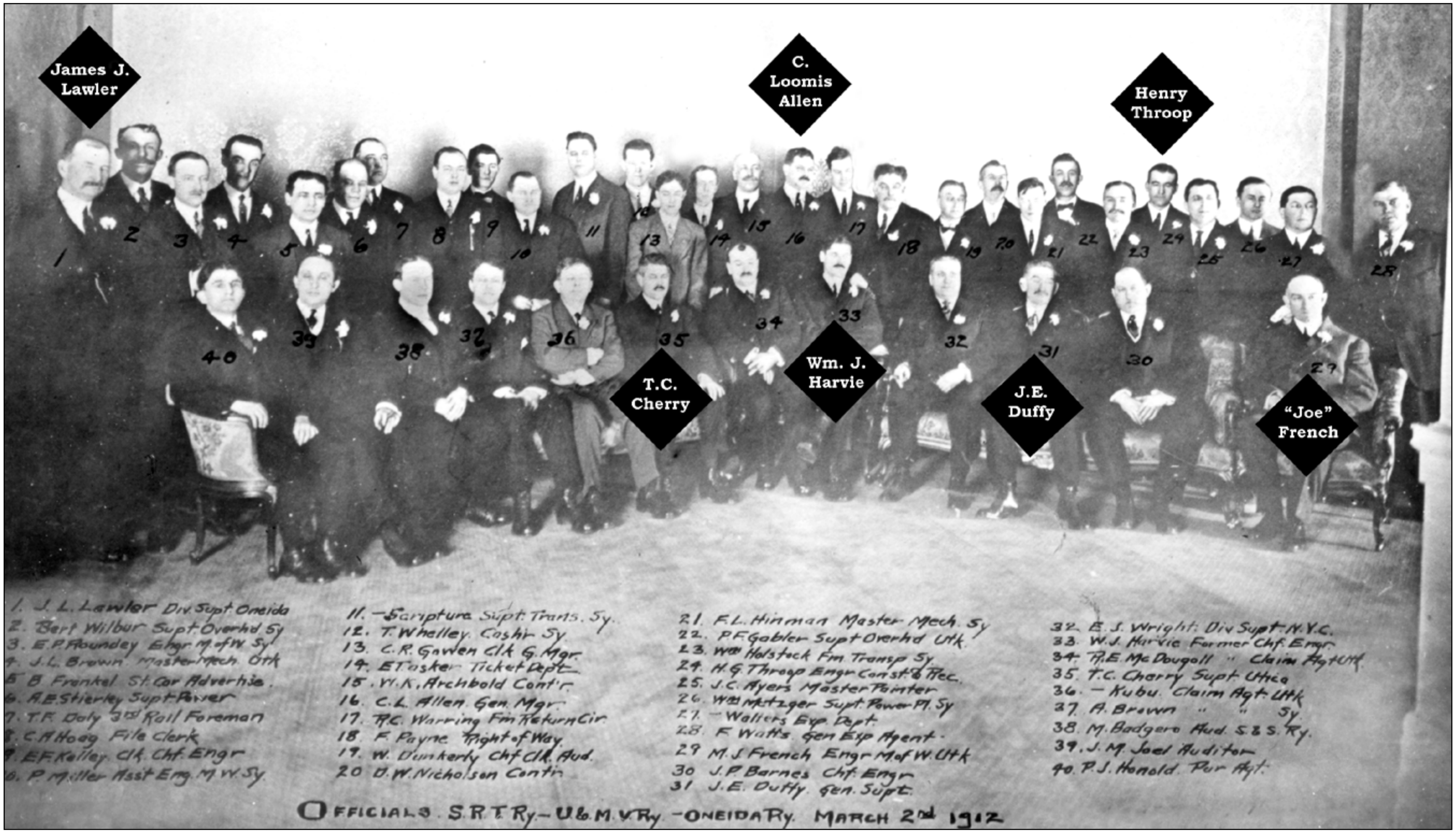
Above- This drawing of cars #528 and 522, and list of their occupants, identifies all of the passengers shown on the page opposite. While there are many noteworthy persons listed and shown here, most importantly are #27 and #116. They are Oneida Railway Company, Utica & Mohawk Valley Railway, and Syracuse Rapid Transit Railway Vice-president and General Manager C. Loomis Allen and Chief Engineer William J. Harvie. Allen, as you know, was in-charge of the entire West Shore Railroad electrification work, and Harvie was (then) chief electrical engineer whose subordinates were Henry Throop and "Joe" French. Because of their importance and significant contribution to the successful completion of this work, special mention is made of them in the picture at right. Reading through the list of passengers above, and on page 134 for cars #502-504, you may note that Assistant engineer Henry Throop's name is missing. For some reason he was not invited to participate in the grand opening celebrations; an oversight possibly. Yet, he acknowledged his disappointment at not being included on many occasions afterward, and blamed Allen for his absence. This page and page 133- Collection of Ernest Portner.



This photograph of cars #528 (left) and 522, along with the gentlemen shown and identified on the previous page, was taken immediately in front of the #1 sub-station at Clark Mills. The three tracks are the east end of Vernon Grade's east slope, and they end not much further to the left, which is the direction leading back to Utica. Both this picture, and the one that follows on page 134, were taken on the eastward return trips to Utica on June 15, 1907. Besides Allen and Harvie, you may have also noted Motorman Parkhurst- #1, Conductor Fraser- #2, Conductor O'Hara- #21, Motorman Moore- #24, and Conductor Sherman- #25. Moore and O'Hara were favorite Allen crewmen, and would be called upon on many occasions when special excursions were to be run. Of special note is the fact that the middle row of celebrants are sitting on the third rail's wooden covers. Whether or not this was done to display the inherent safety of the covered underrunning third rail, or their trust in knowing that the 600volt d.c. power has been turned off has been lost to the passage of time. Of all the participants in this day's celebration, only Allen will be seen in both pictures of the four cars.



You have waited quite awhile to see a picture of Horace E. Andrews, the mastermind behind the knitting together of the ORCo, U&MV, and SRT with the NYC&HRRR. We can only imagine how pleased he must have been, along with Stanley, Allen, and Vanderbilt, that the grand opening day for the electrified Third Rail Line has arrived. Here they are, all together. Are they now thinking of possible future utilization of the WSRR for electric operations? The other gentlemen are, inside car #502, left to right- Dr. C.E. Stafford, W.M. Baker, A. Hitchcock, John G. Evans, W. Stanley Child, C.O. Jones, John Crowley, N.E. Devereaux, W.M. Osborne, J.H. Owens, D.L. Davies, W.J. Smith, G.E. Kirkpatrick, Joseph Beal. In doorway of car #504, top to bottom- Motorman V.M. Rhodes, Conductor George Audas, H.B. Sykes. Standing, left to right- Motorman F.L. Blum, Conductor W.A. Coughlan, Motorman Charles D. Doty, C.A. Greenidge, Jacob Agne, Jr., Dr. W.A. Aowlands, F.C. Hawker, Paul T. Brady, W. Pierrepont White, E.L. Hunt, H. Platt Osborne, Theodore A. Barrett, Dr. F.H. Peck, S. Allen Clark, Dr. Otto Plaff, J.F. Fairlamb, A.L. Linn, Jr., C.D. Larrabee, W.I. Taber, A.D. Richardson, H.J. Munger, C.L. Marshall, Fred Metzger, Joshua Owens, F.B. Erwin, H.P. Williams, F.K. Kernan, George W. Oatley, Correl Humphrey, F.J. Gerdon. Sitting on 3rd rail cover, left to right- W.G. Miller, John Carstensen, James S. Sherman, F.A. Harrington, James H. McGraw, John Butterfield, Robert A. Jones, W.J. Grogan, Joel A. Watkins, Hobart V. Roberts, F.G. Slater, J.T. Somers, N.M. Garland, G.W. Swan, W.H. Harris, P.A. Miller, Fred B. Adams, E.C. Field, M.J. Braydon, W.S. Clark, M.J. Burke, F.J. Bugental, Joseph K. O' Connor, Theodore H. Rahn, Milford Badgero. Sitting on rail of track, left to right- Horace E. Andrews, Charles H. Clark, John J. Stanley, C. Loomis Allen, Walter Jackson, W.J. Kernan, J.H. Hustis, W.H. Spice, W.K. McCoy, J.V. Neubert, F.W. Everett, H.L. Reichart, C.B. Fairchild, Jr., B.A. Frankel, J.M. Joel, Walter N. Kernan, William K. Vanderbilt, Jr., Paul Schultze, Paul Ransom, W.J. Kline, J.F. Kernan. Besides Allen being in both pictures, so is the small pile of ballast in the foreground. Car 502 is left, 504 right.


James J. Lawler
C. Loomis Allen
Henry Throop
T.C. Cherry
Wm. J. Harvie
J.E. Duffy
"Joe" French
1. J. L. Lawler Div. Supt. Oneida
2. Bert Wilbur Supt. Overhd. Sy
3. E. P. Roundey Engr. M. of W. Sy
4. J. L. Brown Master Mech. Otk
5 B. Frankel St. Car Advertise.
6. A. E. Stierley Supt. Power
7. T. F. Daly 3rd Rail Foreman
8. C. A. Hoag File Clerk
9. E. F. Kelley Clk. Chf. Engr
10. P. Miller Asst Eng. M. W. Sy.
11. — Scripture Supt. Trans. Sy.
12. T. Whelley Cashr Sy.
13. C. R. Gawen Clk G. Mgr.
14. E. Tasker Ticket Dept
15. W. K. Archbold Cont'r.
16. C. L. Allen Gen. Mgr.
17. R. C. Warring Fm Return Cir.
18. F. Payne Right of Way.
19. W. Dunkerly Chf Clk. Aud.
20 D. W. Nicholson Contr.
21. F. L. Hinman Master Mech. Sy
22. P. F. Gabler Supt Overhd Utk.
23. Wm Holstock Fm. Transp. Sy.
24. H. G. Throop Engr. Const. & Rec.
25. J. C. Ayers Master Painter
26. Wm Metzger Supt. Power Pl. Sy
27. — Walters Exp. Dept.
28. F. Watts Gen Exp Agent.
29 M. J. French Engr. M. of W. Utk
30 J. P. Barnes Chf. Engr
31 J. E. Duffy Gen. Supt.
32. E. S. Wright: Div Supt. N.Y.C.
33. W. J. Harvie Former Chf. Engr.
34. R. E. McDougall " Claim Agt Utk.
35. T. C. Cherry Supt. Utica
36. — Kubu. Claim Agt. Utk
37. A. Brown " " Sy.
38. M. Badgero Aud. S. & S. Ry.
39. J. M. Joel Auditor
40. P. J. Honold. Pur Agt.
OFFICIALS. S.R.T.Ry. – U.&M.V.Ry. – ONEIDA Ry. MARCH 2nd 1912

Above- Of particular note in this picture of March 2, 1912 are 1- Superintendent of Oneida City System James J. Lawler, 16- C. Loomis Allen, who never missed an opportunity to have his picture taken, 24- Henry Throop, who finally got into a group picture, 29- "Joe" French, 31- Gen. Supt. of SRT J.E. Duffy, 33- William Harvie, and 35- U&MVRy Supt. Talmadge C. Cherry. Some of these fellows will be seen and mentioned again shortly. Barstow collection.

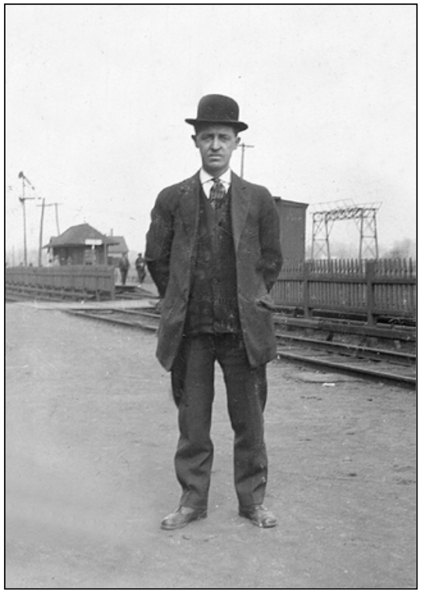
As soon as Utica cars #502-504 cleared the changeover point trackage, cars #528 (the Syracuse car) and car #522 headed east to Utica in tandem, making only one stop at Clark Mills for a group photograph and inspection of the main substation there. General Manager Allen remained at the substation to await the arrival of cars #502 and 504, which he then rode back to Utica. In so doing, he became an historical footnote and fact by switching cars the most on this first day of Third Rail operation.

At the Syracuse terminal, the guests riding in #502 and 504 left the cars to have a group photograph taken by Syracuse photographer John M. Candee. At nearly noon, these two cars left the terminal and were re-coupled at Eastwood. Upon gaining the electrified West Shore trackage, speed was picked up quickly, and most men felt that they were now moving at a faster pace than on the westward run. The fast run, however, came to a halt at Vernon Grade where the cars sat for ten minutes waiting for a clear signal. When that was received, the cars resumed operation, but made a planned stop at the Clark Mills sub-station so that the guests could also inspect the #1 sub-station, and have a group photograph taken as had the dignitaries in #528 and 522 earlier. Since Loomis Allen had remained at Clark Mills waiting for the second two-car train he became a second historical footnote and fact by being photographed in both train's group pictures. In so doing, he – along with Vanderbilt, Andrews, and Stanley – appeared in the same photograph and rode together into Utica as if to triumphantly punctuate the completion of their work.

With the sub-station inspection finished, and second photograph taken, the train quickly arrived back at the South Utica changeover point where the cars were separated and were able to attain the scheduled 1:45pm arrival at Main Street Terminal in Utica's Bagg's Square. Whereupon, all of the guests from Syracuse and Utica and points in between – 195 in total – proceeded to the Bagg's Hotel dining room where a lavish luncheon awaited them. But, there was little time for eating, socializing, and speechmaking, as cars #522 and 528 were scheduled to leave Utica for Syracuse at 3:30pm for the accommodation of guests needing to return home. The motormen for these two cars were Charles Parkhurst and George Moore. When these two cars arrived at Syracuse, the Oneida Railway Company's electrified Third Rail Line was able to temporarily catch its breath until 6am, Sunday, June 16, 1907, when the line was thrown completely open for the public's use.

Left- Many more men than the grand opening celebrants worked on the West Shore's Third Rail Line. Pat Lrout (at right) actually drew his pay from the NYC but, as a crossingman, he protected the passing of the Third Rail's cars. His buddy, Darby Roger, has just pulled his wagon into the shade to spend a few moments at Canastota's Main Street crossing shack. The base for transmission line tower #243 keeps both of them company. Canastota Canal Town Museum collection.

The schedule for the public opening of the Third Rail Line was the same one that the crews had been using for their dress rehearsals, and would remain in effect for the foreseeable future. Between the hours of 6am and 11pm, one car would leave both end point terminals on the hour. It was these eighteen eastbound and eighteen westbound cars that the general public could take advantage of for business or leisure. And, ride they did on this first Sunday of the line's operation. Whether their purpose was to take the cars to grandma's house or ride strictly for the curiosity of it, they nevertheless rode off into the lesser populated hinterlands of the West Shore route where such scheduling was never before available. While the Third Rail Line certainly made Utica and Syracuse "nearer," it also put the



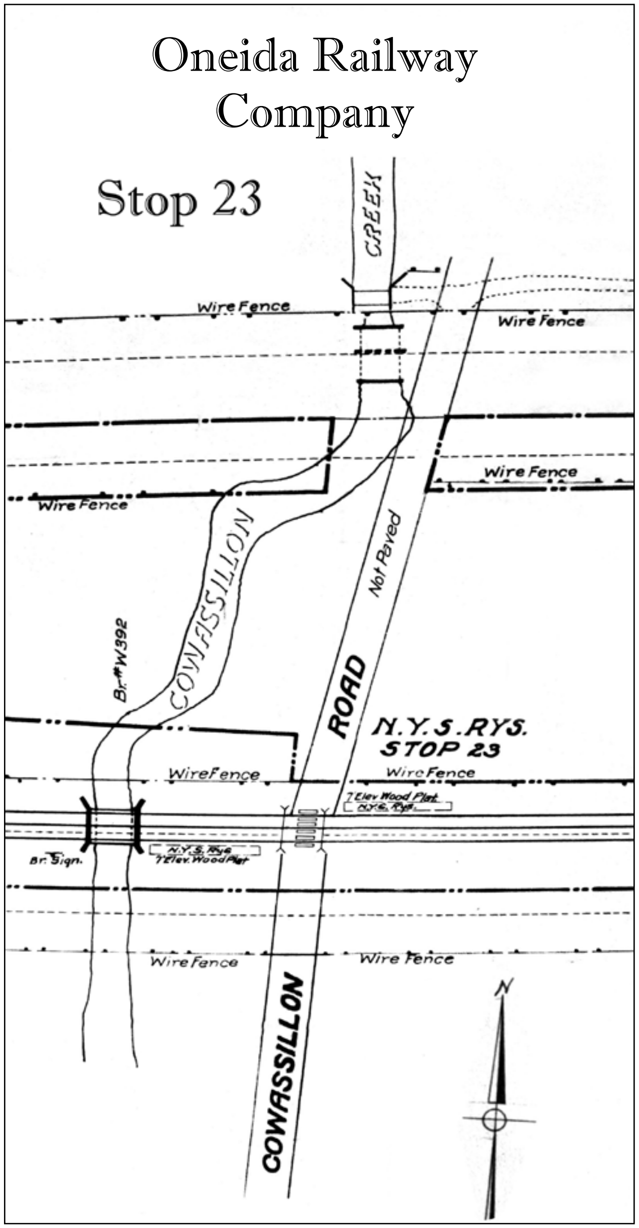
Above- Riding the "Third Rail" was an instant hit with rural folks such as these Hind & Harrison Company employees waiting for an interurban car at Stop 6 to take them home. On the line's first day, June 16, over 2,000 people flocked to the green cars; the first full month of operation, 104,629 passengers paid a fare and rode in the 500s. At the end (left) of westbound platform #281, "Special" shelter #268 waits for a rainy day to keep passengers dry. In the far background are HREPCo towers carrying electric conductors to the #1 sub-station that is not far out of the picture at left. Sometimes, even Stop 6 (Clark Mills) Agent Matt Farley (above, right) waited outside his West Shore station for a car, or a steam train. Clark Mills Historical Society and Lee Buck collections.

many households living near the rural Stops closer to the cities as well. One such family was the Brewers whose farmhouse overlooked Stop 23 where the 4-track portion of the line crossed Farrier's Highway on the east side of Wampsville. From the start, the Brewers had only to walk a few steps down to the brand new shelters and platforms to await a car to take them to Canastota, Syracuse, Oneida, or Utica. They had seen the Go-Buggy arrive in 1902, but the 1907 Third Rail Line was far superior in timeliness and comfort. Travel for shopping and visiting was now as convenient for them as it had been for their dairy farm's milk that had been loaded on West Shore milk trains there for years. Hazel Brewer had been born in 1900 and except for a few early years lived on Farrier's Highway all of her life. She was seven years old, of course, when the Third Rail Line got its start. As a teenager and adult, Hazel used the line exclusively for transportation, at least until December 31, 1930 when the Oneida Railway interurban cars made their last runs; by that time she was Mrs. Hazel Taylor. Afterwards, she never did get a driver's license, and she always missed being able to ride the cars from 23-Skidoo – as Stop 23 was locally known. A ride on the Third Rail cars was still cheap, too. For a nickel the Brewers could ride an interurban car to Oneida, Wampsville, and Canastota. For a few cents more, they could ride to the horizon, or to Mars with Jules Verne as motorman if only in their imagination.

From Utica, the fare for a roundtrip ride to Stops as far as Clark Mills was 25 cents. Stops to Hecla were 35 cents, Vernon 50 cents, Oneida 65 cents, Wampsville 75 cents, Canastota 80 cents, Chittenango $1.00, Kirkville $1.10, Manlius Centre $1.15, and Syracuse $1.40. The cost for one-way rides was ever-so-slightly higher but, for only the few cents it cost, families that had previously never left the farm could now travel to near and far destinations as they pleased.

During the Third Rail Line's public opening day, it was reported that over 2,000 passengers had been carried. Utica's

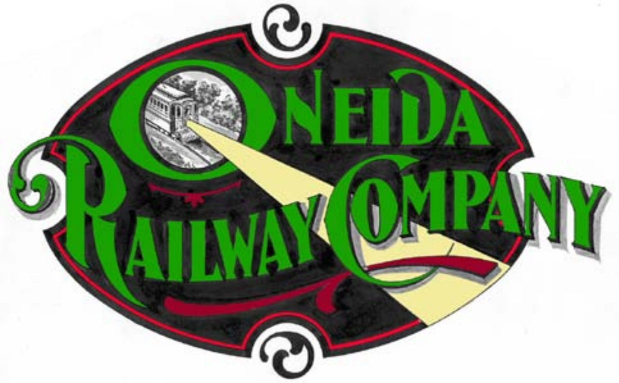
Herald Dispatch ran a story the following day headlined, "Thousands Ride on the West Shore." The column advised readers: "When thirty persons paid their fares on the first car out of this city at 6 o'clock Sunday morning and almost the same number came down from Syracuse, the public opening of the road was complete. During the day, the line was crowded to its capacity and every car which came to the city and went out had its share of patronage. It is estimated by U&MV auditors that over 2,000 passengers were carried over the road during the course of the day. When the last train arrived it was stored overnight in the Main Street barn, and the last car to arrive in Syracuse laid over night at the Rapid Transit's Wolf Street barn."



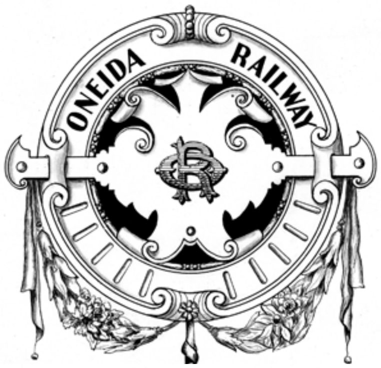
Right- At Stop 23, Mrs. Hazel Brewer Taylor could conveniently step upon an ORCo interurban car to travel to Syracuse, Oneida, Utica, or any Stop in between. Her house was just to the right of the north arrow's point. (Note: All of the Stop maps, previously seen and still to come, are far from their original form. At NARA, the maps were photographed using a digital camera, then enhanced by employing Photoshop techniques. Identifying titles, as well as some minimal wording, was also added onto some maps so that they could best be appreciated for their content.)

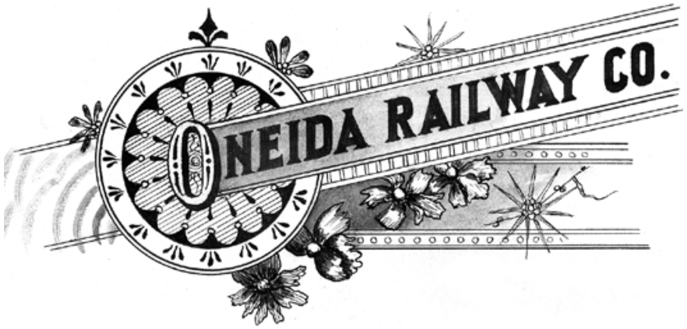
If the ticket sales by the U&MV auditors were correct, some simple mathematical division tells us that if 2,000 people rode the opening day's 36 trains, then each car carried 55.5 riders. That's not bad for cars that seat 52. Obviously, some 2-car trainsets were run. If you're wondering now just how successful the opening of the Third Rail Line was, I'll repeat what I already told you in the Introduction: "The Oneida Railway Company's electrified Third Rail Line was very successful. The following rider ship comparison will show just how successful. For the month of July 1906, the year prior to the third rail's startup, the NYC&HRRR handled 32,532 passengers between Utica and Syracuse, or to intermediate stations, on its mainline and West Shore Railroad trains combined. During Oneida Railway Company's first full month of operation (July, 1907) the line handled a whopping 104,629 passengers who traveled between Utica and Syracuse or to some stop in between."

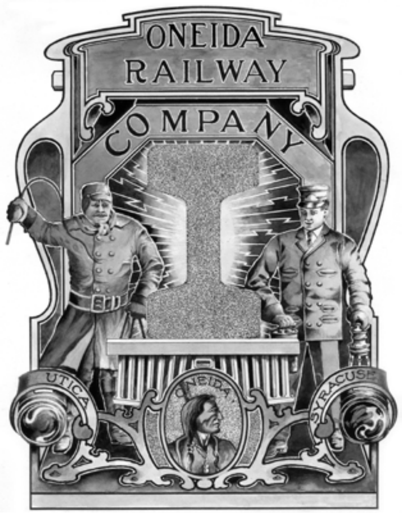
With the immediate popularity of the Third Rail's passenger service in mind, managers at Oneida Railway's headquarters in the Main Street Utica terminal thought that they could use the public's enthusiasm to help them design a company trademark logo. Towards that end, advertisements were placed in newspapers soliciting the public's help in providing artwork for consideration in adopting an Oneida Railway Company logo. This solicitation for help developed into a popular contest for aspiring central New York artists. From the many drawings provided to the company, nine were selected for final consideration, with a cash prize to the artist amounting to $15. On December 14, 1907, the OR selected the artwork of Canastota resident William Dunn as the one it thought might be used to illustrate the company's advertisements and schedules. Of the artwork selected for final review, it appears that even Mr. Dunn's winner never was used for OR promotional work. Nevertheless, the contest was a wonderful public relations effort that served to unite further the Oneida Railway Company with its adoring public rider ship.



Above and right- Of the nine finalists for Oneida Railway Company artwork, only these four survive. Of these, only the submission above was rendered in color, as displayed on the cover. It is not know whether one of these four was produced by winning artist William Dunn, and none are known to have been used for ORCo purposes. All are reduced greatly in size. Barstow collection.



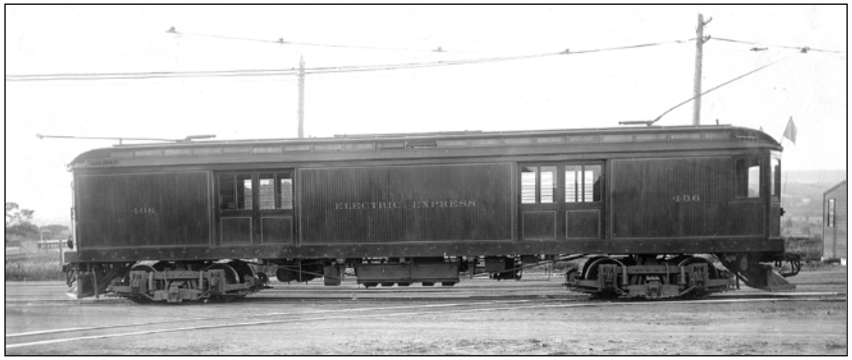

ONEIDA RAILWAY CO.



The passenger service provided by the Oneida Railway Company – bolstered by the 1907 logo contest – was a very successful start. But, it was just the beginning of planned services for central New York residents. Next came express service.

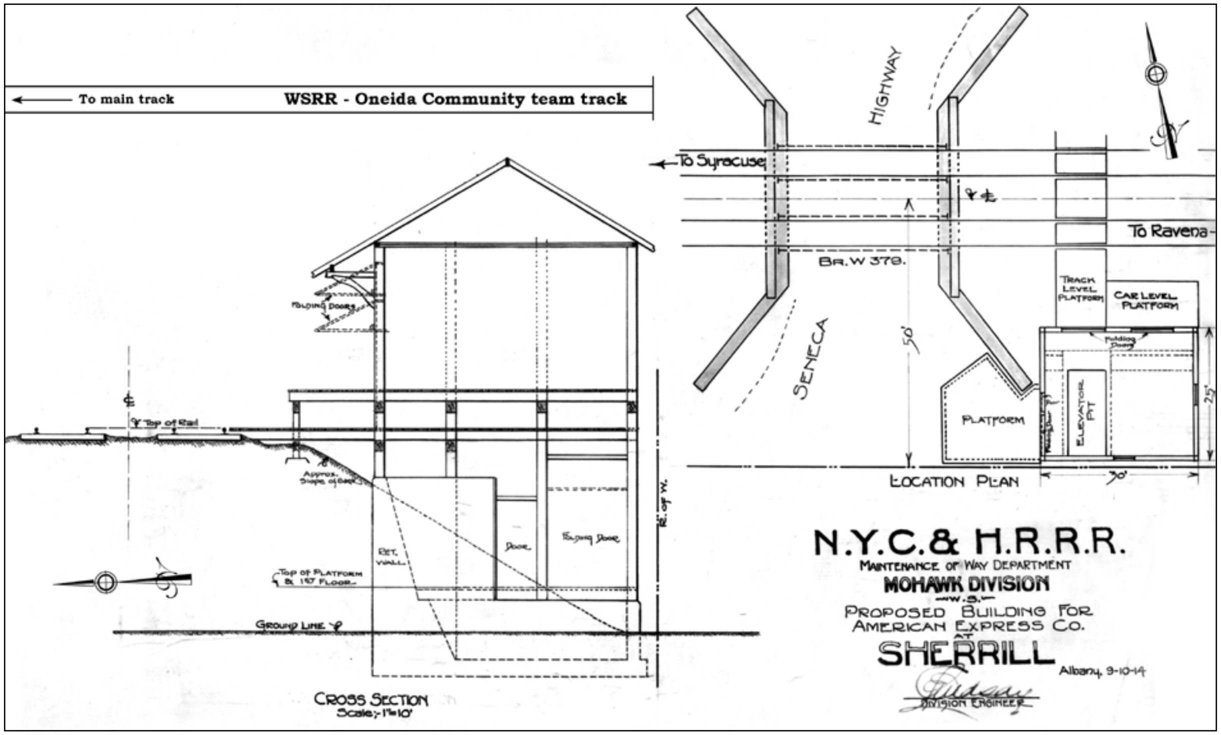
Because it was anticipated the NYC would cease steam passenger operation between Utica and Syracuse when the Third Rail Line opened, the OR had ordered two express/baggage cars from the Brill Company early in 1907. Realizing that cars #406-408 would not arrive until after the opening of the line, the U&MV provided one of its express cars for OR service. This U&MV car, #404, was brought to the Utica Park shop during April 1907 to be fitted out for third rail service. On June 20, 1907, car #404 was put into operation carrying packages consigned to the National Express Company and "outside" baggage that was not able to be handled on the passenger interurban cars. Railway Mail Service officials had conferred with General Manager Allen during May 1907. Their purpose was to see whether the OR would enhance handling of mail but, since the West Shore had not previously handled any mail contracts, the decision was made that the safe, courteous, and efficient handling of the U. S. Mail did not need the services of the Third Rail Line either.

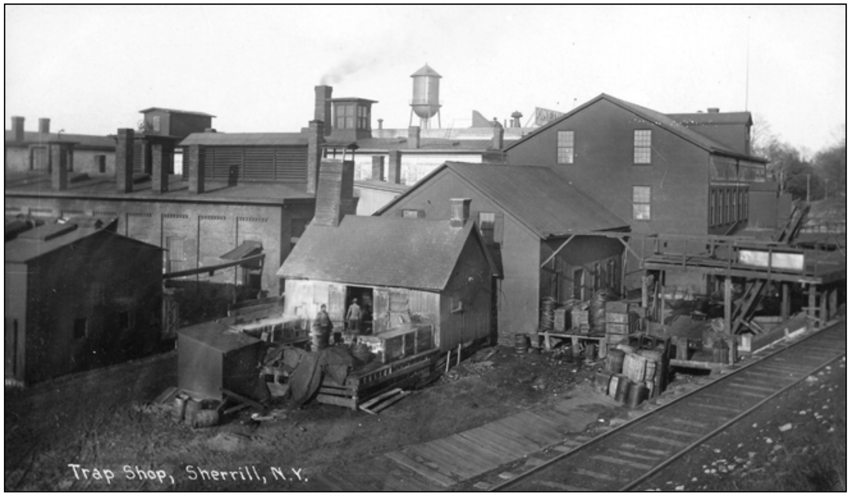
The ORCo express/baggage cars arrived during October 1907. These cars were mechanically similar to the fifteen passenger cars but were nearly ten feet longer. The #406-408 were delivered to the OR at nearly the same time that the new U&MV-ORCo joint express building opened in Utica for service on October 28, 1907. This building was located on Lafayette Street at Broadway. (Lafayette Street was an extension of Bleecker Street, across Genesee Street from the Busy Corner.) In addition to serving its owners, it also served the Oneonta, Cooperstown & Richfield Springs electric railway that got to Utica via a connection with the U&MV at Mohawk, N. Y. The OR's Syracuse express terminal was located at 344 West Fayette Street near by the Washington Street passenger terminal for NYC's passenger train fleet. Loomis Allen knew that these cars would be able to handle Syracuse city line trackage because of #404's "covert" trip to the Salt City back on March 14.

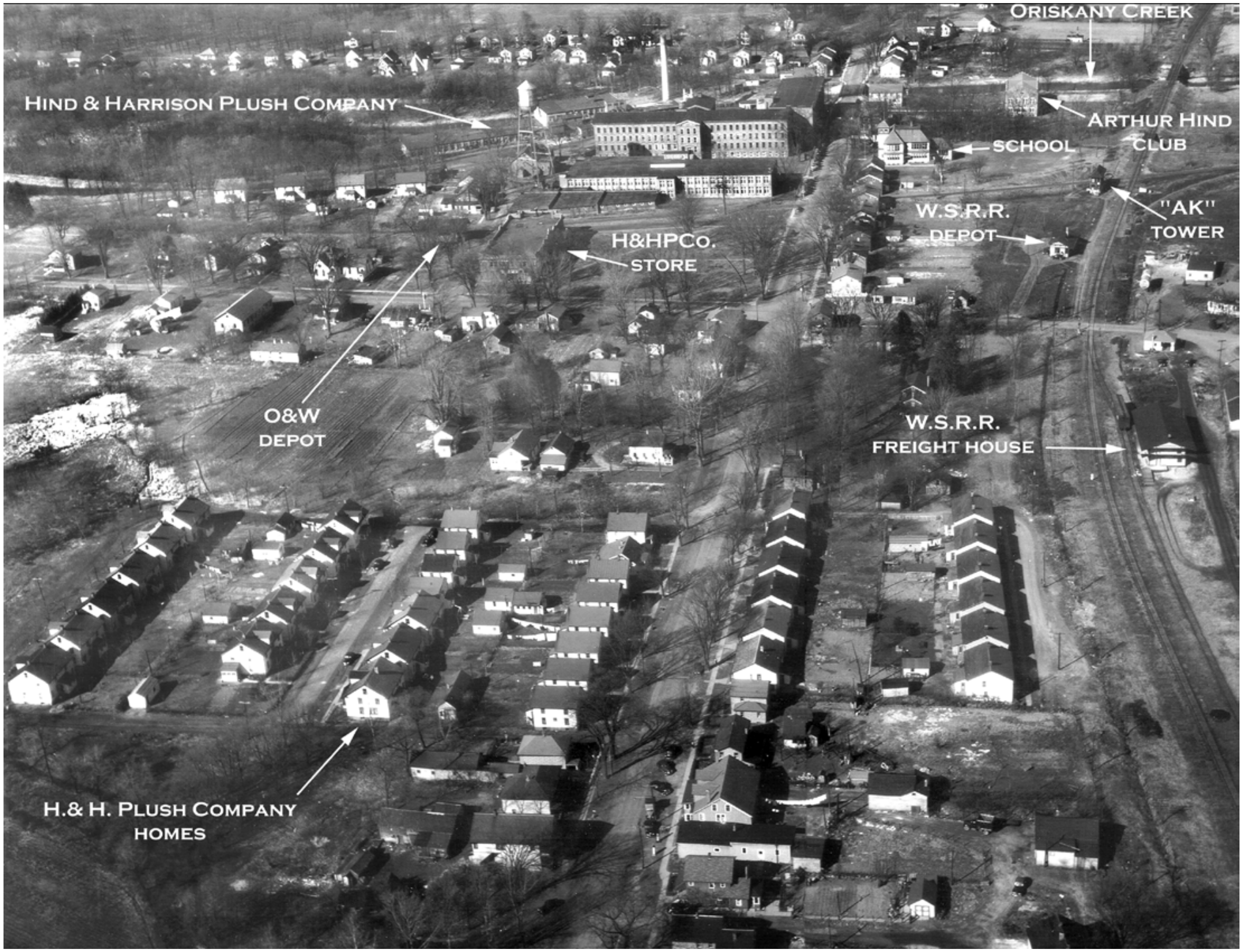


Top- The Oneida Railway Company's "Electric Express" cars were elegantly painted with gold pin striping, and their purpose was spelled out between the doors. Car #406 (shown) and 408 were identical to #404 in length; 56-feet, 7-feet longer than the 500s. Their spartan interior left room for all of the baggage and express packages needing to be delivered at 5 locations between Utica and Syracuse terminals. Above- An OC&RS Oneonta bound car stops at Fly Creek. These cars shared Utica's express terminal, too. Collection of A. Bruce Tracy.

In between the Utica and Syracuse express terminals, cars #404, 406, and 408 provided twice-daily roundtrip express, package, and baggage service to only Vernon, Oneida, Canastota, and Chittenango. During 1914 **(right)**, an express building went into service at Sherrill, at which time express trains #301 and 303 (westbound) and #302 and 304 (eastbound) could provide service to that community as well, presumably at the behest of the large manufacturing firm of Oneida Community Limited. With this scheduling, all of the express communities received morning and afternoon service by east and westbound cars, so that "same-day" delivery could be made for shipments from on-line express stops; a service that would be envied by all of today's "overnight" shipping companies. While the NYC had discontinued steam passenger service, which would have previously carried these shipments, the railroad did continue to run two scheduled through freight trains, as well as local and milk trains so that less-than-carload and carload shipments could still be delivered to West Shore freight houses along the line by the traditional boxcar conveyance. At all of the traditional West Shore stations along the Third Rail Line, team tracks and freight house sidings remained in place for use by the steam powered freight trains. **Left- A siding had also been put in place at Sherrill (lower right corner) by the WSRR to serve the main plant and trap shop of the Oneida Community Limited as a team track; a depot was never built here.**







The Hind & Harrison Company town of Clark Mills was the first village of any consequence west of South Utica. The WSRR and O&W both served the village and company with passenger and freight depots, and the ORCo's Stop 6 was located at the WSRR passenger station. The O&W served the manufacturing plant directly with sidings. Interestingly, electric express service was not provided for this large plush manufactory as it may have been thought that the two steam railroads already had a "corner on the market." The ORCo's "corner" was frequent passenger service. This view looks west, and shows all of the railroad's facilities, even a speck of the #1 sub-station in the upper right corner. Photograph by Dante Tranquille, Clark Mills Historical Society collection.

Despite their business-like twice-daily schedule to provide service they were designed for, the express cars occasionally were allowed to have some fun. Every September at least one of the cars was routinely outfitted with wooden benches and pressed into State Fair service. In doing so, fun loving folks were able to attend the Fair, the OR was better able to handle the increased number of passengers, and the car(s) were able to get away from their everyday chores if only for twelve days, or so. The U&MV car, #404, is supposed to have been an especially speedy vehicle, and considered by some motormen to be the fastest car used in Third Rail Line service. Other motormen, however, disliked the car and called it a "lemon." Their dislike stemmed from the car having differing operational and braking gear as well as non-standard couplers.

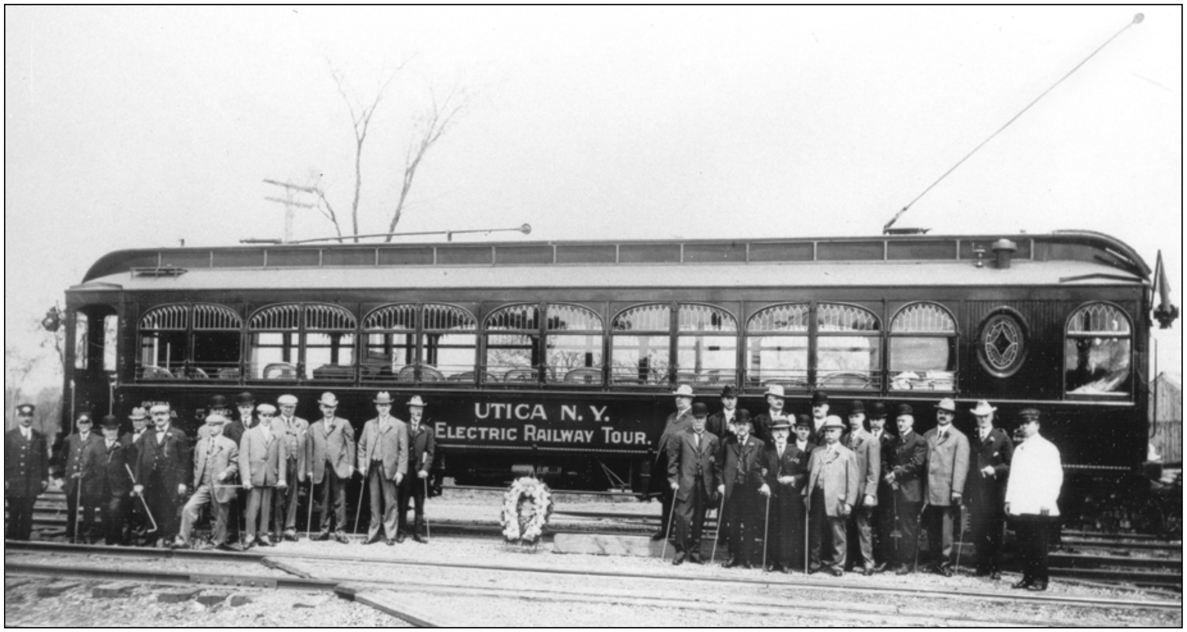
It is somewhat curious that package/express service was not also provided at Clark Mills. Located there was the Hind & Harrison Plush Mill whose large manufactory would have certainly enhanced the OR's express revenue. Clark Mills, which was essentially an H&H company town, and the manufacturing firm itself were most likely provided adequate freight service by both the West Shore and Ontario & Western railroads and would not have benefited further from the OR's exemplary express service. The O&W served the H&H plant via direct sidings; the WS through its NYWS&BRy built freight house.

Regardless of the NYC's continued local freight delivery service along the Third Rail Line, the OR's express service was a very successful venture. During its first full year of operation, revenue of $27,082.90 was realized, and during ensuing years this figure was posted continually within the $30-40,000 range.

There was a third means for the ORCo to produce revenue, too, and that was to allow groups to charter one of its cars for a special excursion. While the money received by chartering would never come close to approaching that realized by regular passenger service – or even express service for that matter, it still added a modicum of revenue to the company ledger book's black-ink side.

Possibly the first charter trip was run one month after the Third Rail got its start. On July 15, 1907, an Oneida Sunday school outing was provided one of the OR's interurban cars for an all-day excursion to Skaneateles Lake. The trip got its start in Oneida and traveled to Syracuse on the Third Rail Line. Then, once the car's trolley pole was raised, it stayed in that position to draw power on the Syracuse Rapid Transit and the Auburn & Syracuse Electric Railway. A few months later, another charter trip was made from Syracuse to Utica that carried dignitaries from that city including Mayor Allan C. Fobes. Loomis Allen accompanied the excursionists, and his favorite crew – Motorman George Moore and Conductor Johnny O'Hara – provided the operation of the car. Allen – determined to show the Syracusans a good time – allowed Moore to do some fast running, which he did expertly. The trip from terminal to terminal was accomplished in a time of only 56 minutes! A Limited's schedule time was 1 hour 25 minutes. A Limited, however, did have to stop at Canastota and Oneida along the way.

But, undoubtedly, the most famous and best remembered charter trip run by the Oneida Railway Company took place on May 10, 1910. On this day, 21 businessmen – paying $110 each, and calling themselves The Utica Boosters – began a 14 day, 6 state, 1,997 mile roundtrip that utilized 28 different interurban lines. This trip, considered then – and today – became the longest electric car excursion on record. Besides the business leaders on board who desired to espouse the virtues of Utica manufacturing as well as showing off the OR's third rail interurban car even though its trolley pole was used exclusively west of B.S. WX, were Loomis Allen, Superintendent Talmadge C. Cherry, and Porter William Jackson. The motorman and conductor for this whirlwind trip were George Moore and Johnny O'Hara, of course.


UTICA N.Y.
ELECTRIC RAILWAY TOUR.

Left- ORCo #502 was selected as the car in which the Utica Booster's would travel on their Electric Railway Tour.
L to R, they are: Motorman Moore, Conductor O'Hara, C.Y. Fuller, F.W. Sessions, B.A. Whiffen, W.F. Allen, C. Wicks, T.C. Cherry, T.W. Johnson, J.S. Cole, F.J. Baker, A. Hind, W. Brock, F.W. Bensberg, C.T. Guillaume, W.S. Clark, C.E. Barnard, J. Agne, F.A. Cassidy, D.M. Johnson, C.L. Williams, E.T. Batsford, H.M. Love, J.F. McLean, W. Schachtel, C.L. Allen, J.L. Maher, W. Jackson. The canes were a gift from a Utica maker, and though the horseshoe is "letting out the Luck" the trip was a very pleasant and successful affair.

The Oneida Railway Company car #502 was selected for use on this historic excursion. In preparation for its run, it was sent to the newly opened joint OR-SRT Wolf Street Shop for re-fitting and alterations so that it would not only provide a greater degree of comfort for the excursionists but be able to operate over the many connecting lines along the planned route to Buffalo, Cleveland, Columbus, Louisville, Indianapolis, Toledo, and Detroit. The re-fitting consisted of removing the as-built seating for 52, and replacing those seats with 25 wicker arm chairs that were not fastened to the floor. Rather, they were simply placed upon a new green carpet laid over the builder's installed interlocking tiles. Cushions were provided in each chair for enhanced comfort. A number of spittoons augmented the chairs, and an ice box and water cooler provided for the group's liquid refreshment, which, we believe, was not just H2O. Mechanically, car #502 received only new wheels – with 3½ inch treads, and had its pilot raised 5 inches. The finishing touch was the repainting of the car in its standard Pullman green color, and then lettered "Utica, N.Y., Electric Railway Tour" in gold leaf.

Although the Boosters represented Utica, Vice-president and General Manager Loomis Allen – who represented the U&MV as well as the OR and SRT – decreed that the tour should logically begin in Little Falls (on May 9) so that use on the U&MV trackage from there to Utica could become a part of the trip's total mileage. For the next two weeks, the car and its occupants remained on the road, visiting city after city and, while an occasional business purpose was undertaken the trip was equally social in nature, with side trips provided to the Indianapolis motor race track and Louisville's Churchill Downs horse race track by local officials. When car #502 arrived back in Syracuse on May 23, it was met by a 2-car trainset from Utica, which was then coupled to the famous car so that the 3-car train could triumphantly return to Utica on that day.

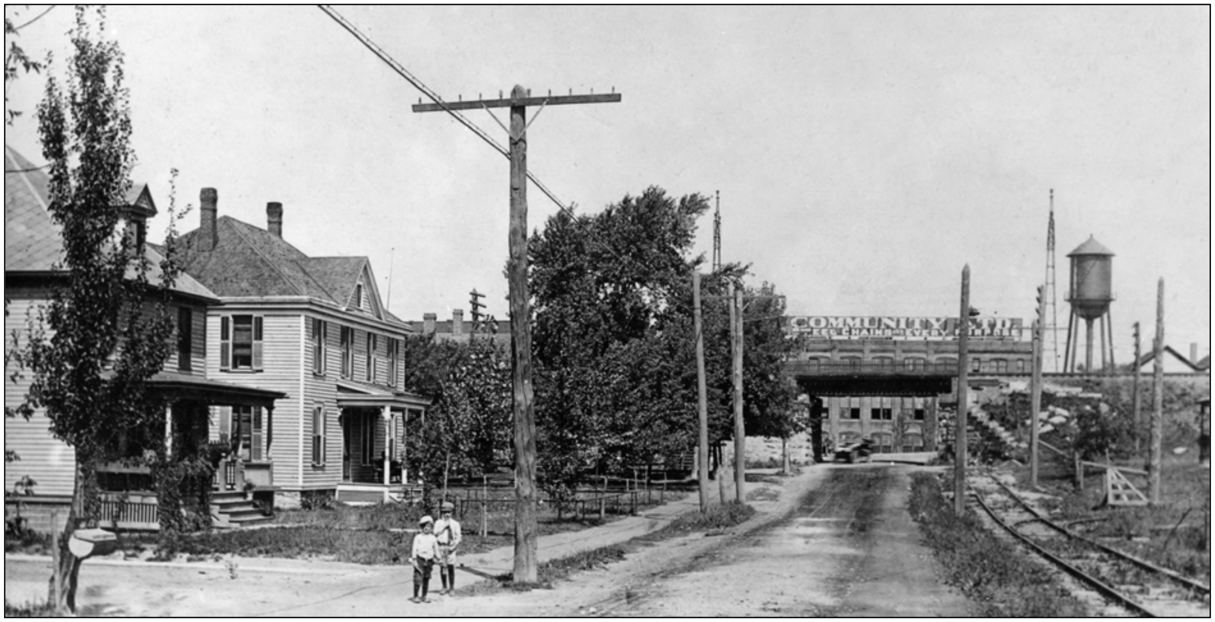
Upon arrival in Utica, the Boosters were greeted by celebratory crowds lining Genesee Street. They cheered wildly, blew horns, and slapped each other on the back as if they had been a tour member, and American flags flew from every building. At 6:20pm, the Electric Railway Tour ended at Bagg's Hotel where the Boosters were feted and fed. But, Allen was not finished yet. After the 10:45 completion of dinner, he directed that car #502 should proceed on to Little Falls so as to affect a proper punctuation mark for the completion of the trip. It left Utica at 11:30pm and arrived at the U&MV's end-of-track in Little Falls during the wee hours of May 24's morning. The Boosters had been on the road for 14 days, while the car had been away from its normal rounds for 16 days.

So, you may be wondering, just how much did the Oneida Railway Company charge for the 14-day use of car #502? Three hundred eighty-seven dollars and eighty-nine cents! Obviously, the OR absorbed many of the trip's costs and chalked it all up to public relations, good will, and advertising. It was money well spent since the entire endeavor has become part of electric railroading lore. You may also be wondering just how much total revenue from charters the OR derived in 1910? Just $706.10. (For the most complete story on the Utica Booster's Tour, see *The Longest Interurban Charter* listed in the bibliography.)

While the Oneida Railway Company was reveling in the success of its passenger, express, and charter services, it still had several obligations to live up to in order to satisfy its February 24, 1902 franchise from the city of Oneida. Consequently, 1907 was the year when the ORCo began to revisit its plans for extending service from Oneida to Rome and from Oneida to Sherrill and Kenwood, as well as tying its Oneida city and Third Rail lines together. Only two of the three desires would be realized, and they would be accomplished with only one final need for franchising from the city of Oneida. The Oneida to Rome electric extension became the odd man out. The OR and U&MV desperately desired to have this line built and put into operation because it would physically connect the Little Falls to Rome U&MV with the Third Rail Line at Oneida. It was, however, the NYC that never flinched in its opposition to the need for the line to cross its tracks in downtown Oneida. Even though an alternate route alleviated the need to cross the NYC, it would have had to cross the O&W via an overhead bridge from Madison to Sconondoa streets. Neither the O&W, nor the residents living on the two streets, however, would allow the overcrossing.

Even with only two of the three service expansions being pursued further, the city of Oneida was pleased when Loomis Allen announced on July 12, 1907 that, "the trolley line to Sherrill will be built within seventeen months." It would take a little longer than that, but after the Public Service Commission ruled on June 16, 1909 that there was a "public necessity" to have the "Sherrill-Kenwood Extension" built, it quickly was.

The stumbling block for building the OR's extension to Sherrill and Kenwood had always been the need to cross over the O&W mainline immediately south of Castle station, which was now also Stop 21-Oneida Main Street on the Third Rail Line. The only way to get to Kenwood, which was an annexed suburb of Oneida and the ancestral compound for John Humphrey Noyes' perfectionist community, was to build the line along the west side of the O&W. This means of accomplishing the connection between Oneida city and suburb was not acceptable to Sherrill – the location of the Third Rail Line's Stop 19 – because it would be left out in the cold. The main emphasis for the Sherrill-Kenwood Extension was for it to connect its two namesake communities with the electric trolley line serving downtown Oneida. Especially vocal on this routing to Kenwood was Oneida Community Limited's President Pierrepont Burt Noyes who was a descendent of the Community's founder: "I do not think that you are trying to use the best route to Kenwood, he scolded the Oneida Common Council, "which is a line from



Above- Two boys – Hobart Egan and Reay Walker – pay close attention to the photographer, who has his camera pointing northward up Kenwood Avenue in Sherrill. Composed in his picture is a 2-story rooming house for transient Oneida Community Limited workmen (second house on left), WSRR bridge W379 with its high embankment approaches, and the OCL main plant lying just beyond. The difference in elevation between the railroad and avenue prohibited a physical connection to the WSRR by the Kenwood Extension, whose main track, at right, ends at the bridge base. The switch, midway, led a siding to the line's carbarn. While the Third Rail Line made communities more proximate, that was not a concern at Sherrill where the OCL plant could shake hands with the railroad. Collection of the Crane Company.

Oneida Castle to Sherrill," he continued. Should this route be adopted and implemented, Noyes advised Oneida's leaders that, "the Oneida Community Limited (OCL) would provide a free right-of-way from Sherrill to Kenwood," a distance of almost 1½ miles. Naturally, Oneida's leaders and OR managers were pleased at this offering, but adopting Noyes' route would mean having to cross the O&W at Castle, an expense that Oneida's 1902 franchise conditioned the OR to bare the burden of.

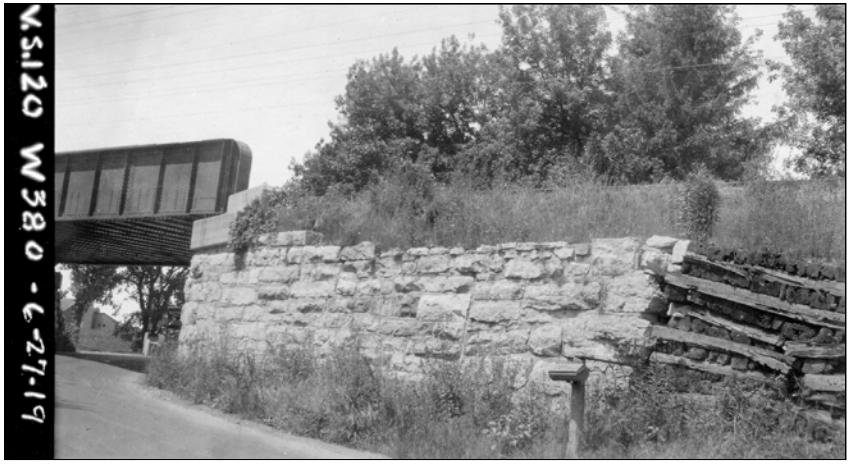
The "Noyes" route provided not only for the need of connecting Oneida, Sherrill, and Kenwood, but – more importantly for the OCL – connecting its main manufacturing plant at Sherrill, which was situated immediately north of the Third Rail Line trackage at Stop 19, with its knife plant at Kenwood. An electric trolley line built along this routing would not only be a convenience for residents as it would be for OCL workers traveling to the plants after arriving at Stop 19. Transportation to and from the OCL's two plants would also be beneficial to the company.

Ideally, the best means for a line to Sherrill and Kenwood could have been attained if the OR was able to strike up a deal with the O&W to electrify its Oneida to Kenwood mainline as it had done with the West Shore. This would be, after all, the most direct route, being nearly a straight-as-an-arrow 3.53 mile distance from the O&W's Oneida station to its rural Kenwood depot. At Kenwood, then, a new line could be built northward to Sherrill utilizing the right-of-way provided by Noyes' Oneida Community Limited. But, the O&W would have had to agree to electrifying a portion of its mainline and, even though it was no where near the transportation giant that the Central was, it would never allow the competing Oneida Railway use of its mainline for electric usage.

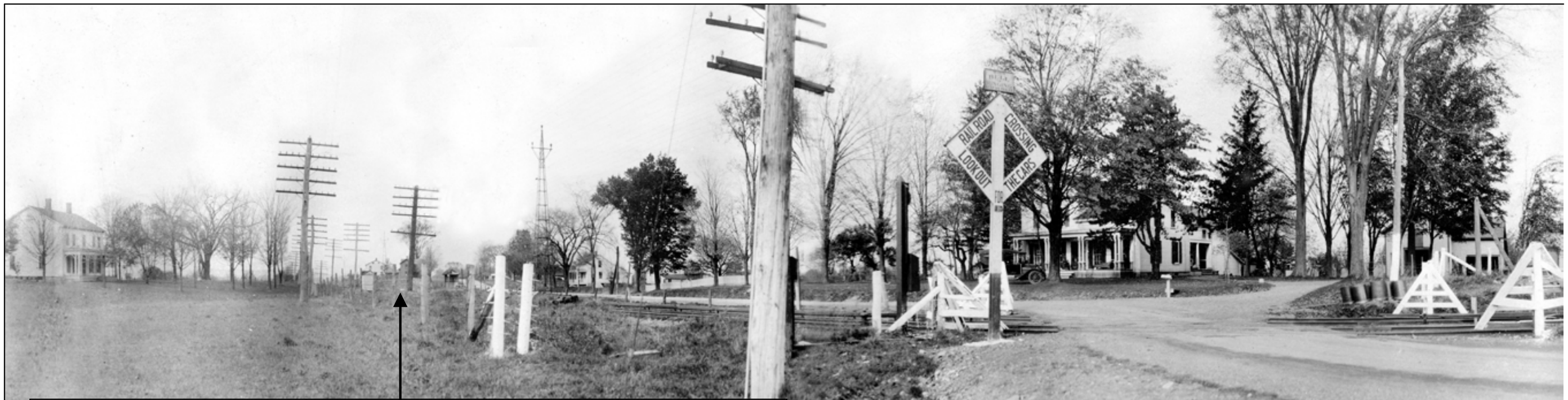
During the summer of 1907, Loomis Allen directed civil engineers Frank C. Dengate and Mansfield "Joe" French to survey a route for connecting the OR's Oneida city trackage with Sherrill and Kenwood. French, you may recall, was directly involved with extending the OR into Wampsville and electrifying the city trackage in 1902. Both he and Dengate could not provide any new routing other than 1- crossing the O&W at Castle and then constructing a new line to Sherrill, or 2- building a new line along the western fringe of the O&W to Kenwood. But, they developed a third plan that utilized the Third Rail Line from Stop 21 to Stop 19, then building a new line to Kenwood via the OCL provided right-of-way. By employing this route the O&W could be crossed by using the existing West Shore's bridge (W352) that had been waiting for someone to realize it was already in place long before thoughts ever developed for extending the OR to Sherrill and Kenwood in the first place.

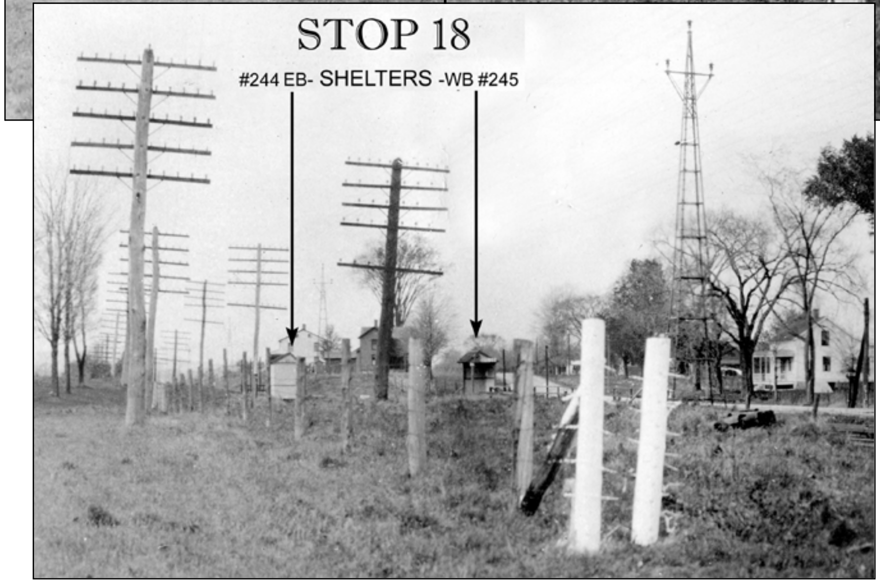
The plan and need for building the Sherrill-Kenwood Trolley – officially the "Kenwood Extension" – languished until January 13, 1909 when the OR authorized the building of a wye track off of the Third Rail Line at Sherrill's Stop 19. This authorization led to speculation that the Dengate-French proposal #3 would be implemented, which it was, excepting that the wye track physically connecting the Third Rail and Sherrill-Kenwood lines was never installed. This was most likely due to the 20-foot embankment the WSRR had been built upon through Sherrill.

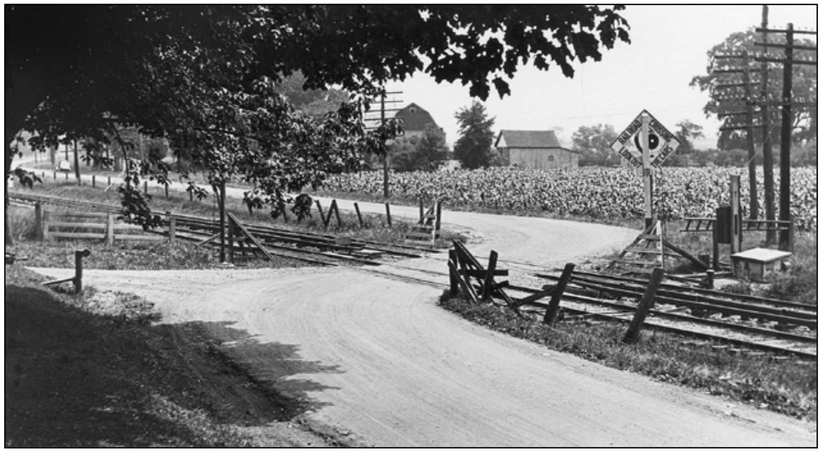
During June and July of 1909, French surveyed for the Sherrill to Kenwood right-of-way, a corridor that utilized land provided by the OCL as well as two small parcels acquired from James R. Graves and Oliver N. Kellogg. When he was finished, the line laid out for the Sherrill-Kenwood Trolley (SKT) was 7,983 feet in length, was stub ended at both ends (a siding would be put in at the Kenwood end of track), and would have no physical connection with the OR's Third Rail Line. The SKT carbarn was to be situated just to the south of the OR's electrified line, which was immediately south of the Seneca Turnpike. At this time the Seneca Turnpike was located on the north side of the Third Rail Line eastward from Stop 19 to Morrison's Crossing – Stop 18. At Sherrill's Stop 19 the future Route 5 crossed under the West Shore trackage and proceeded west, now on the south side of the railroad. Not too far along, the road crossed under the tracks once again at DuRoss Crossing via bridge W380 to the railroad's north side. At Adam's Crossing (High Bridge) the Seneca Turnpike crossed over the railroad via a "humpback" bridge (W381) to the south side where it remained all the way through to Syracuse. The Seneca Turnpike would not be located by New York State to its present corridor – completely on the south side of the railroad – until 1928-29.



Passing under WSRR bridge W379 (previous page), the Seneca Turnpike crossed from the north to the south side of the railroad to travel west. It remained on the south side for only a short distance until bridge W380 was reached at DuRoss Crossing (above). Just to the west, the turnpike crossed over the railroad via a humpback bridge, W381. It was that wooden bridge, and this undercrossing, that precluded having a trolley line to Sherrill run abreast of the Seneca Turnpike. The mailbox is for the DuRoss family, namesake of this highway-railroad crossing. The black banner, at left, indicates that this picture is an Interstate Commerce Commission image. It informs us that this picture is of W380, on Valuation Section (V.S.) 120, taken 6-27-19. This banner is shown for information purposes; it is cropped off all other NARA collection pictures.







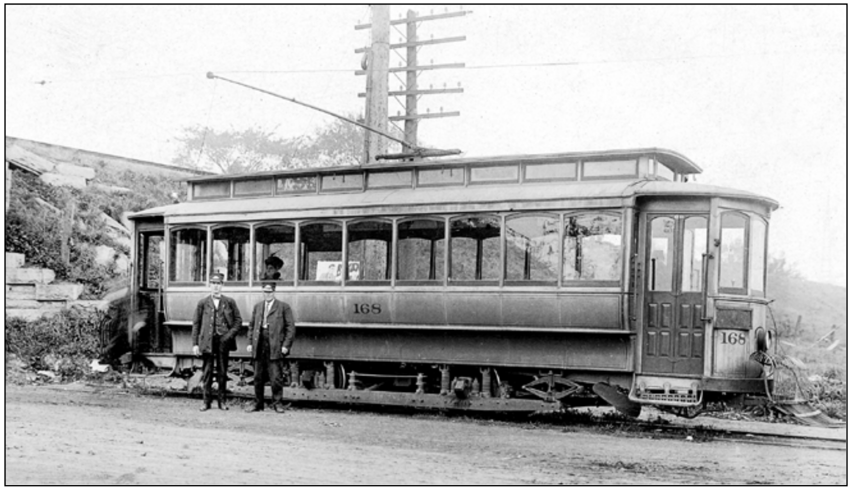
Top, this page and page 149- Between Stops 16 and 19½, the railroad and Seneca Turnpike crossed four times; three by grade-separated bridging (W379, 380, and 381) and only once at grade. The grade crossing was named Morrison's Crossing, and in this view that spans both pages, we're looking north at the crossing and Loucy farmhouse, and just to the right (next page) the #2 Sub-station can be seen. The original picture was a panoramic view measuring 6"X36," and is in the possession of Nancy & Bob Pickels who live in the old Loucy home. Morrison's Crossing was also where Stop 18 was located. But, where are the shelters? They are down the track slightly to the west as the enlarged view (above, left) shows. The shelters were #244 and 245; the transmission tower number is #131. The rural crossing amongst farm fields (above, right) looked like this when viewed from the north. This crossing was particularly dangerous because the turnpike's approaches ran parallel to the railroad. If buggy and motor vehicle drivers didn't look sharply right they stood a good chance of being hit and killed. Many did; other didn't. That was a contributing reason why New York State repositioned the road to run completely on the south side of the railroad during 1928-29. Barstow collection.

The SKT's single track mainline was located along the east side of Oneida Community Highway until the Oneida Creek was reached just south of Hamilton Avenue. The line then crossed the highway, then the creek, and then headed off behind several Oneida Community resident homes to reach the shelter situated between the O&W depot and the Community's Mansion House. From there, the line crossed Chapel Street and descended a slight grade to arrive at the level of the highway once again. (Oneida Community Highway has since been broken into two newly named streets; Sherrill Road north of Oneida Creek, and Kenwood Avenue south of the creek.) The Kenwood terminus was just before the line would have crossed the creek once again; the OCL's knife plant – the former silk mill – lying just on the other side of the Oneida Creek.

From July through November, French supervised the laying of track, setting of poles, stringing of overhead wire, track bonding, and building erection. The latter being comprised of the 1-track carbarn, and three passenger shelters located where the line crossed Hamilton Avenue, Chapel Street, and at the Kenwood end of track. The SKT was quickly shaping up to be another unique aspect to the Oneida Railway Company's system. Not only did the Third Rail Line connect two city systems using the overhead delivery system, it now gave birth to this small electric line, also employing overhead wire that would be orphaned due to its lack of any physical connection to the mother road. The power for the Kenwood Extension, however, was delivered through an umbilical cord – if you will – connected to Mom's third rail.

During the last week of November, it became apparent that the SKT would be starting service soon, so preparing to receive the line's electric car was undertaken. This was no small task because of the lack of physical connection to the Third Rail Line and the change of elevation from that line to the SKT, nearly twenty feet. It was Henry Throop, along with Edward Mitchell, that planned the means to deliver a car from the OR down to the SKT. What the two men did was to have a temporary track constructed from the carbarn's track, and then climb to the level of the Third Rail Line. During the evening of November 29, 1909, the SKT's first car, #168, was brought from Utica and stopped approximately 500 feet south of Stop 19's overpass of the roadway. Then, the car was jacked up and "physically man-handled" by a gang of men being supervised by Throop. When the car was fully placed on the temporary inclined siding – a task that employed much sweat and swearing – it was allowed to roll down the grade and through the carbarn to gain the SKT's main track.

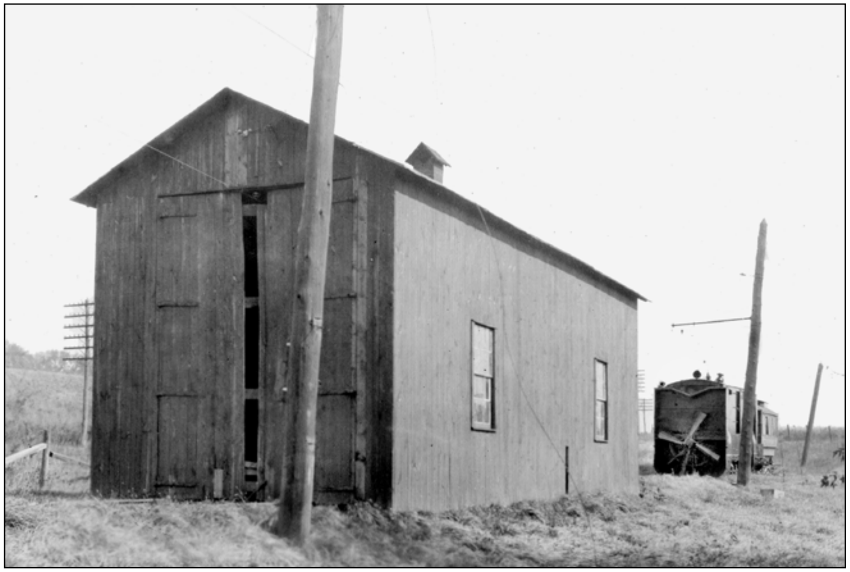
Below- Number 168 was a double ended 25-foot long single truck car, with one 40hp motor on each axle. It came to the SKT from the U&MV but, you may not be surprised to learn, it had been originally employed by Andrews' and Stanley's Cleveland electric railway empire. It is shown at the Sherrill end of track; Conductor Bill Lawrence stands to the right, the motorman is unknown. The WSRR embankment is at left and a portion of bridge W379's abutment is also shown. Shelden S. King collection.



Right- The SKT's single track carbarn sat parallel to the WSRR trackage (left) and was accessed by the switch shown on page 146. Rotary plow #5008 (to the rear) came in handy during the winter. Shelden S. King collection.

The next day, #168 was made ready to go into service and performed admirably during several test runs over the line. The ever present Throop and French proclaimed the line ready for start up, and on December 1 the Sherrill-Kenwood Trolley began operation. The Kenwood Extension was constructed and put into operation at a cost of $34,852.98.

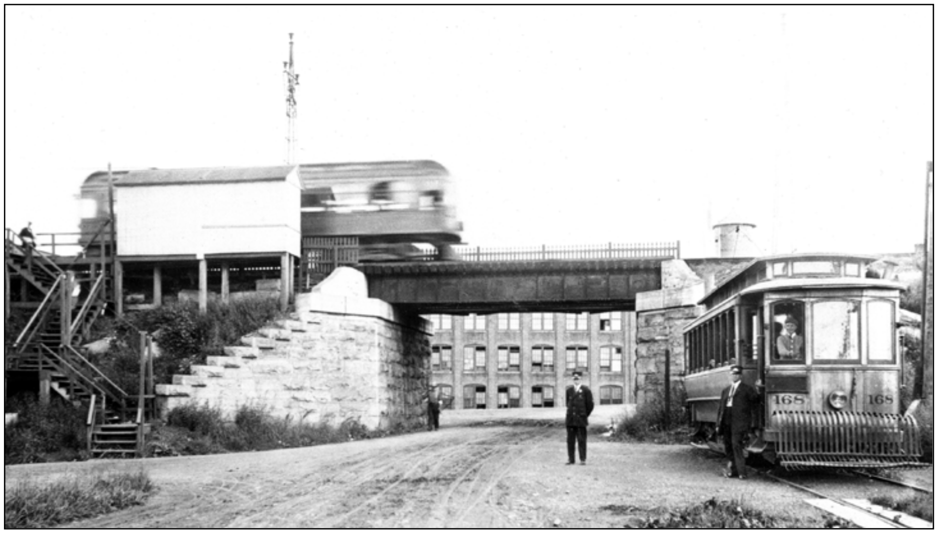
On Wednesday, December 1, 1909, the Sherrill-Kenwood Trolley got its start. On that auspicious morning, Motorman Fred Bickley – along with Conductor Lewis – readied the #168 for the first revenue run from Sherrill. There was no "grand opening celebration" or luncheon planned, just business as usual from the very beginning. The first fare was paid by Sherrill resident Harry Mason, Sr.; the second by OCL President W. A. Hinds, and when passengers from the first Third Rail local car arrived and stepped aboard the SKT car, the trolley bell rang and #168 pranced down Sherrill Road in the same celebratory manner as OR cars #80, 502, and 504 had done on December 15, 1902 and June 15, 1907, making December 1,



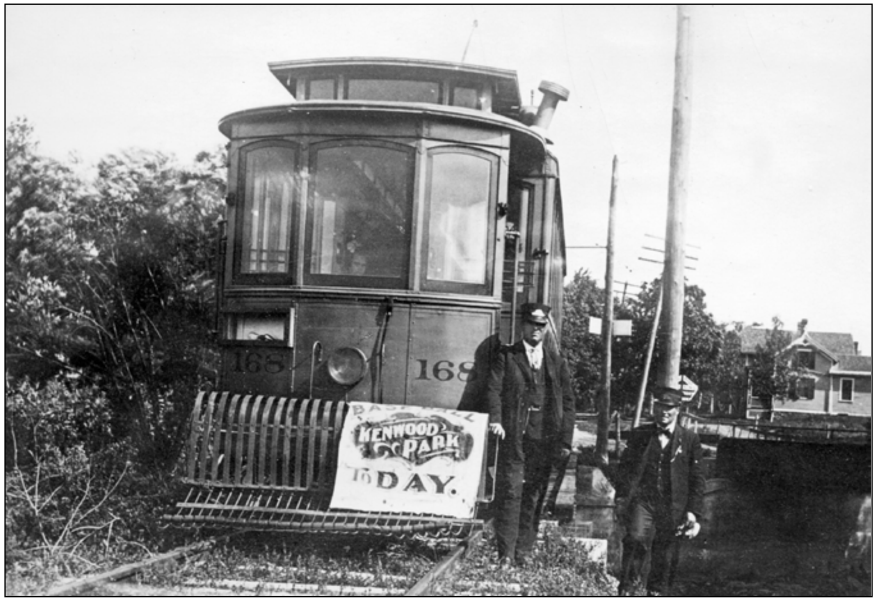
1909 the third historic date for initiation of electric railway service during the Twentieth Century life of the Oneida Railway Company. At the end of this first day of operation, the SKT had provided service to nearly 500 persons. From then on, the Sherrill-Kenwood Trolley met all "Local" cars pausing at Stop 19.

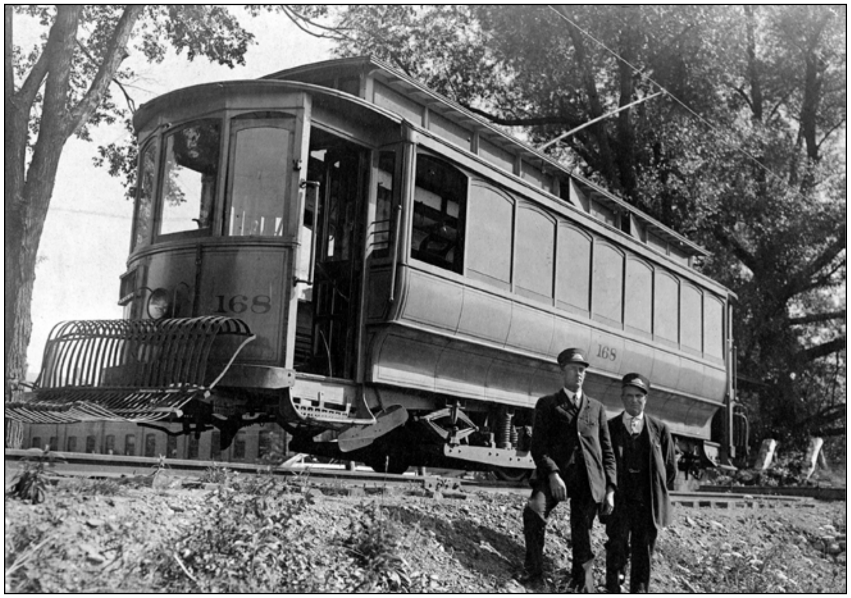
With Bickley and Lewis manning the car during the day, and Motorman Olcutt and Conductor Stebbins working the night runs, the Sherrill-Kenwood Trolley began its life as a modern transportation service to Sherrill – the smallest city in New York State, and Kenwood, which was the ancestral location for the Oneida Community – namesake for the silver service manufacturing giant Oneida Community Limited. Because of the "Limited," the city of Sherrill was nicknamed the "Silver City." And it wasn't too long after the SKT's start that it got a nickname, too – the "Peanut," which was a term of endearment given it by all of its admiring and thankful riders. The SKT, after all, was a small hometown trolley line that would stop at any point along the line to pick up or discharge a passenger, not just at the three on line shelters. This was terrific service provided to Sherrill/Kenwood residents and OCL employees who paid only a nickel in fare. Oneida Railway area residents seemed to have special names for all of the line's operations: Wampsville service had been provided earlier by the Go-Buggy, the Third Rail Line was referred to as the Shoe, and now the Peanut became the Lilliput line that the original ORCo had earlier been. Even the O&W had a nickname; the Old Woman. So, it seems that within the Sherrill-Kenwood area we had the Old Woman and the Shoe, and the Peanut, all ripe names for nursery rhymes.

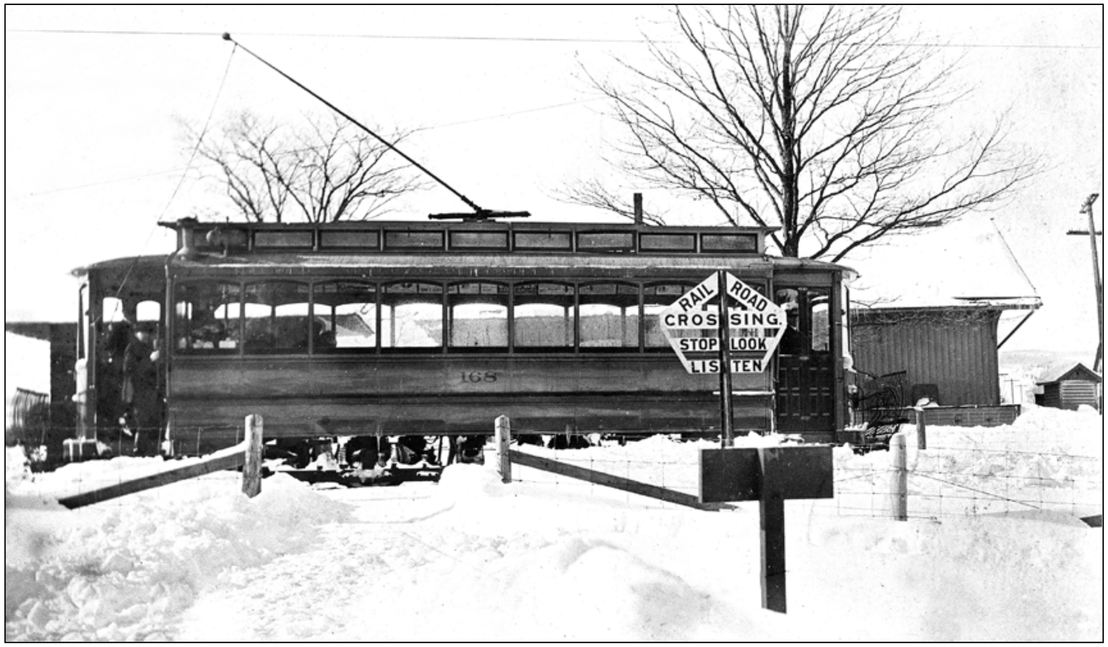
And so it came to pass that the desires of Oneida had been fulfilled by having connected itself to both the county seat at Wampsville and its annexed suburb of Kenwood, even if it had not been done in the manner originally envisioned. But, there was still one weak link in the OR's Wampsville-Oneida-Kenwood chain, and that was at Castle. In much the same manner as Wampsville riders had to do earlier at Clockville Road, OR city riders wanting to reach the SKT – or Third Rail riders desiring to go to downtown Oneida – had to walk between the OR's end of track at the foot of Main Street to Stop 21 at the Castle station. This certainly was not a long walk, but it was still an inconvenience nonetheless. (Text continues on page 154.)



Left- Beginning on December 1, 1909, the "Peanut" met all Local interurban cars at Stop 19, and then proceeded down to its Kenwood end-of-track, dropping off and picking up passengers along the way. The Kenwood Extension had "fixed" Stops, but the trolley would pause at any point along the line to earn its 5-cent fare. Looking up Kenwood Avenue, Conductor Lawrence stands next to #168's fender as an ORCo car resumes its eastward run after dropping off at least one person (on the stairs) at Stop 19. In the lower left corner, the unimproved Seneca Turnpike heads westward to DuRoss Crossing. The shelter building partially blocking the interurban is #246, and it was the eastbound partner for westbound Special shelter #336 shown on page 115.
Photograph by Floyd Davenport, A. Bruce Tracy collection.

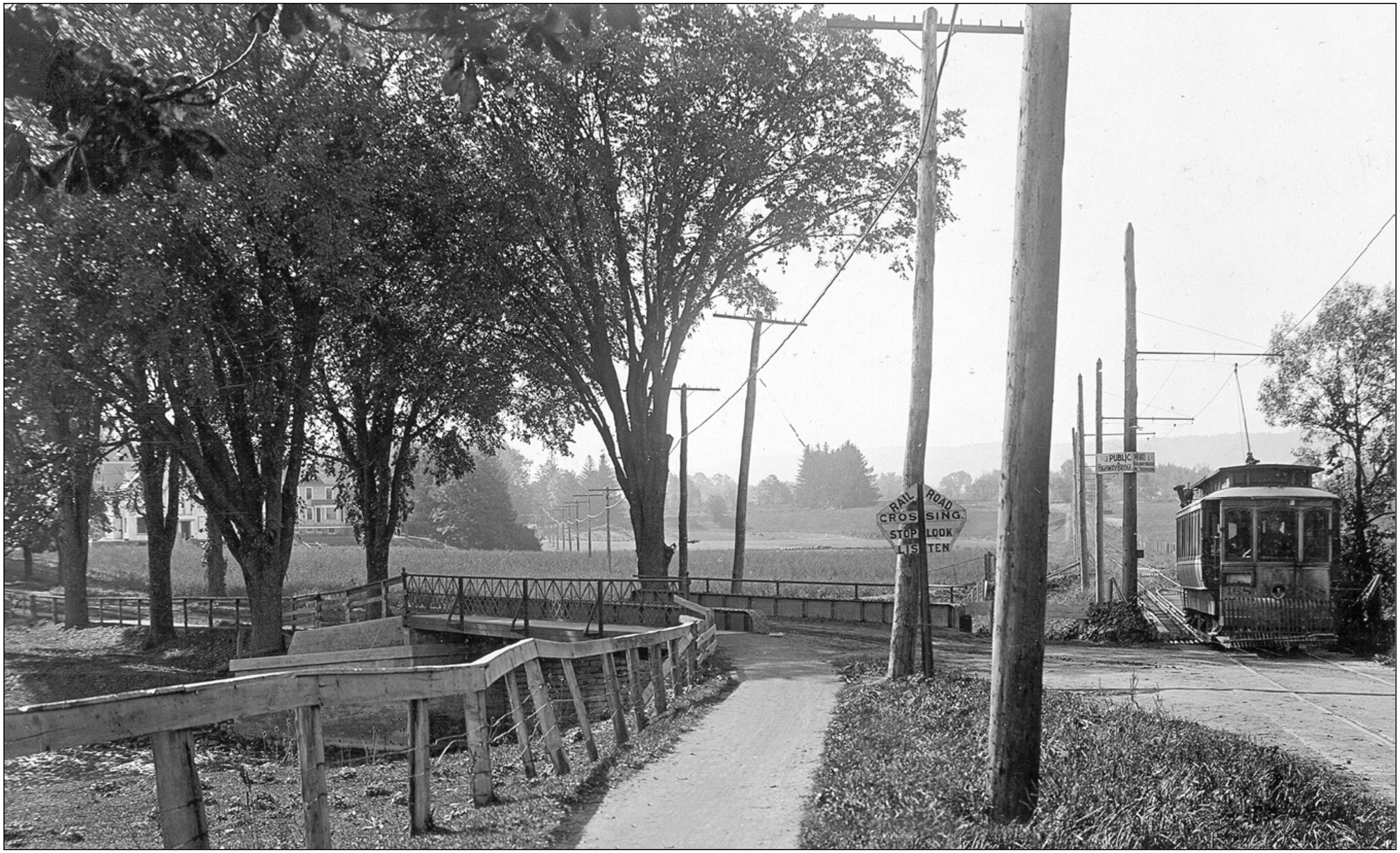


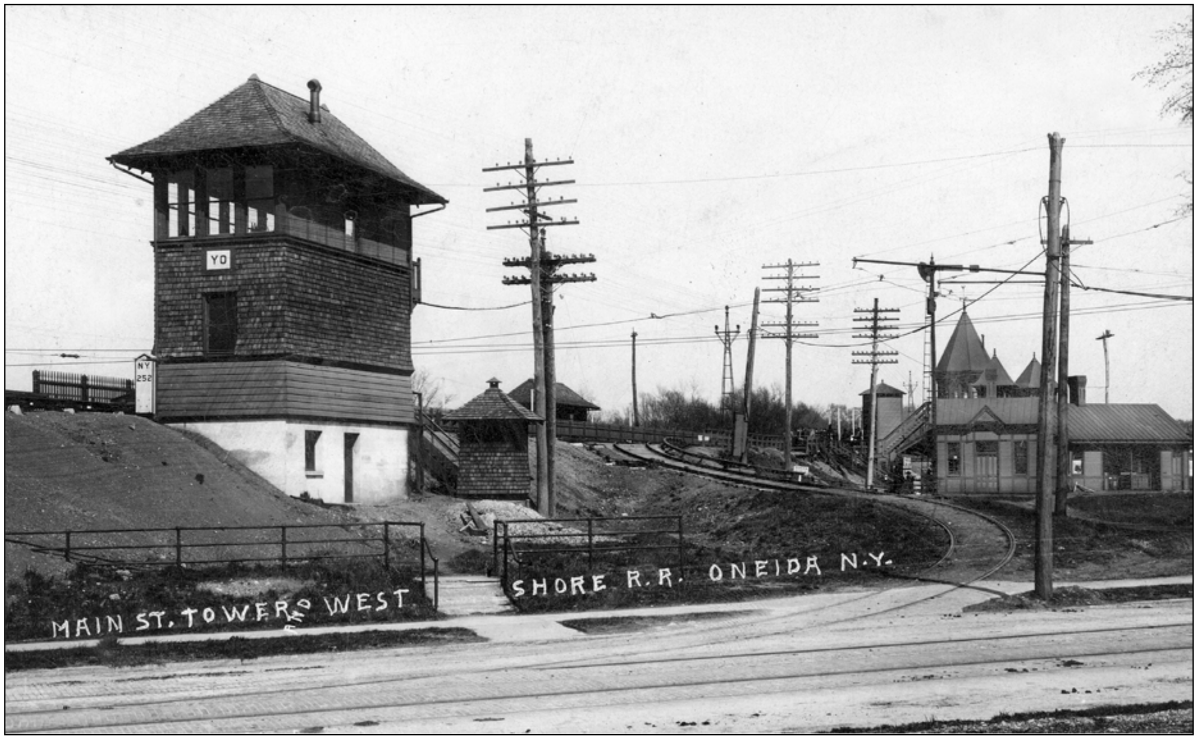




As soon as the gentlemen descending Stop 19's stairs (shown on the previous page) has boarded car #168, the Peanut will begin its trip to the other end of the line in Kenwood. Along the way (upper left) Motorman Fred Bickley, on the left with Conductor Lawrence at right, may stop their car atop the Oneida Creek bridge. The Peanut was an accommodating line to passengers and photographers alike. The fender sign advises that this day there's a baseball game at Kenwood Park. Not much further along, #168 will draw to a stop across from the O&W's Kenwood depot (left). The Peanut's shelter #271 is directly behind the photographer as is the Oneida Community's ancestral Mansion House home. At the south end of track (above) the crew switches ends for the return trip to Sherrill. Bill Lawrence is on the right, and barely noticeable under the car's fender is the old silk mill that is now the OCL's knife plant. Barstow, King, and Madison County Historical Society collections.

On its return trip north, car #168 will again stop at shelter #271 as there may be a Mansion House resident or – possibly – a transfer passenger from an O&W train needing a ride to Stop 19 or the OCL's main plant at Sherrill. It will then re-cross the Oneida Creek bridge (below) to begin running beside Kenwood Avenue for the remainder of its trip. From this point southward, both the roadway veering left over its creek bridge, and the railroad – as well as the sidewalk – will end up at the knife plant. Such was the everyday life of the Kenwood Extension's Peanut; connecting the Old Woman and The Shoe with an average of at least sixty round trips a day, seven days a week, three-hundred sixty-five days a year. Not bad work for a peanut! Photograph by Floyd Davenport, Laura Clark collection.



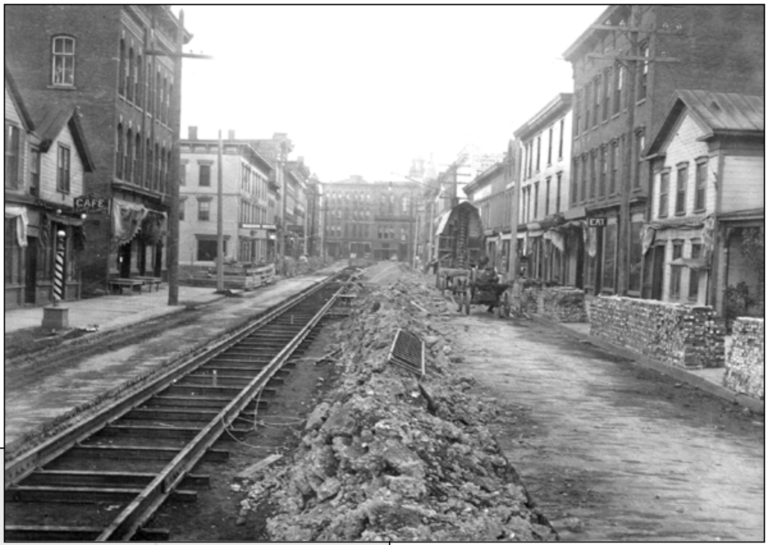


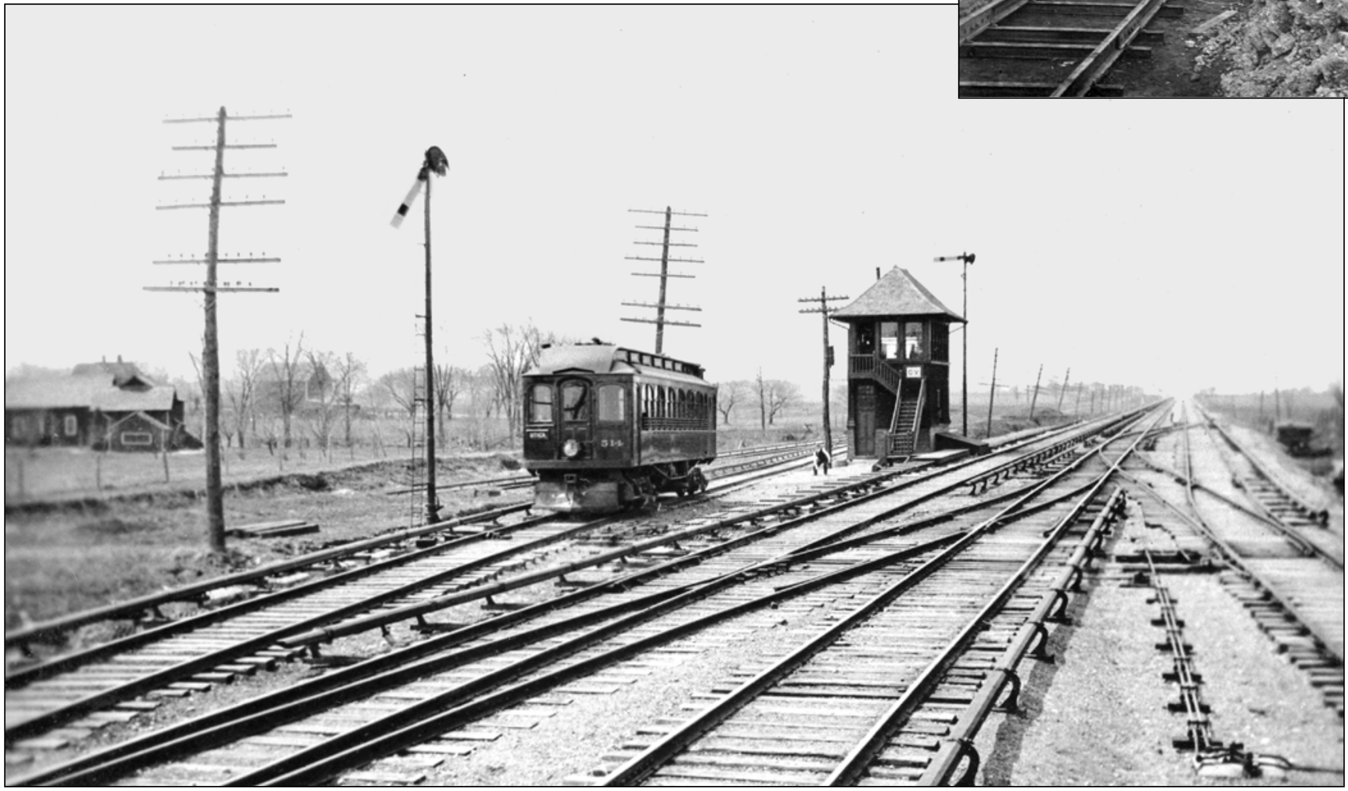
Above- At Stop 21, the ORCo's City Line to Third Rail Line connection(s) knitted the system together. The eastward connector and changeover point weaved its way between B.S. YO and Castle depot; both types of delivery systems are present. YO's dimensions were 12-feet wide by 26-feet in length, making it a 7 window, 36 lever facility. All block stations were 12-feet in width, only the length varied. A. Bruce Tracy collection.

It was most likely Loomis Allen who realized how easy it would be to implement service to downtown Oneida by the Third Rail's interurban cars. After all, at Castle was B.S. YO whose purpose was to preside over interchanges and switchwork, as was B.S. CV poised at the junction of Lenox Avenue with the Third Rail Line to do similar work. By adding little trackage at both YO and CV, a through route from Stop 21 at Castle to Stop 22 at Clockville Road via the city line could be attained. Then, at both block stations, "Local" cars could leave the Third Rail Line, travel into Oneida, and then regain the Shoe once again. There was one fly in the ointment, though. The Oneida city service was powered by the Sprague overhead electric delivery system, so if the OR third rail equipped interurbans were to venture onto city trackage, changeover points would have to be established at both YO and CV.

Regardless of the delivery system difference, plans for connecting the city line to that of the Third Rail were drawn up and approved from the distant New York City office of Horace Andrews. Construction called for installing three new tracks: 1- From the end of city trackage at the foot of Main Street up to the (normal) eastbound track of the Third Rail Line at Stop 21, 2- From the (normal) westbound track of the Third Rail Line at Stop 21 to the Main Street city line, and 3- From the Clockville Road-Lenox Avenue city line up to the Third Rail Line trackage at Stop 22. This latter connecting track was to be positioned on the south side of the old West Shore trackage for use by westward cars from the city line, with the existing Wampsville line to Oneida city line on the north side of the West Shore (original Go-Buggy route) used for eastward city bound cars. Because a changeover point already existed on the north side of bridge W391 for third rail shoe equipped city cars, changeover points would have to be built only for the three new sections of track, which was done.

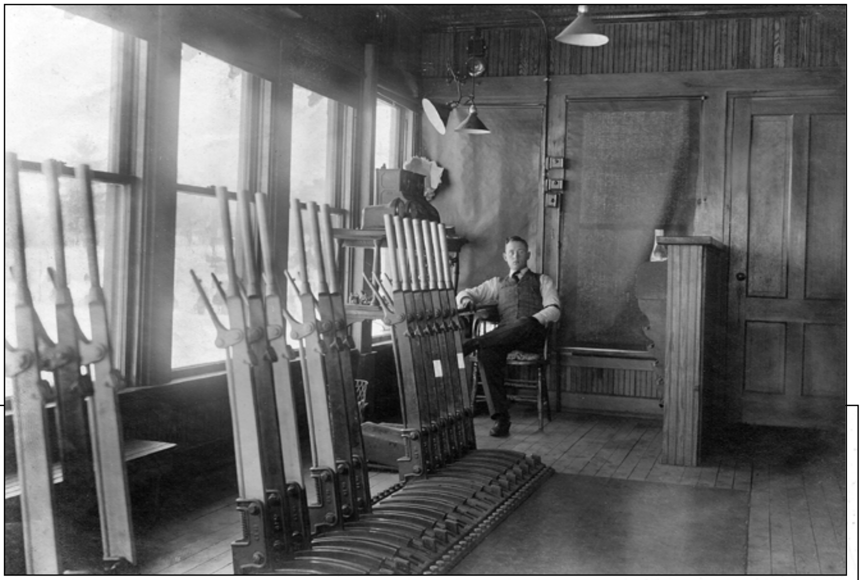
At Stop 22, below, B.S. CV presided over the 4-track mainline, crossovers, and the exit to and entrance from the Oneida city trackage. In the lower right corner, the track coming up from the City Line leads into new track #2 North, shown previously on page 88, as well as a crossover to #2 Middle. On the far side of the near lower quadrant semaphore the track descending from #1 South leads to the undercrossing of bridge W391 and to the City Line track. Coming off of #1 Middle is car #514 with a Utica bound Limited. This is the east end of 4-track territory, with only 2 tracks behind the photographer to cross W391. That's B.S. CV, of course, standing grandly amidst all of this interlocked trackage. At right, Oneida's Madison Street is undergoing the ORCo's final addition to its system trackage. This view looks west towards Madison Square, and just about the same length of track to the east will end at the O&W's Oneida station. This new track, as well as the connections at YO and CV went into operation on November 1, 1911. Barstow and A. Bruce Tracy collections.

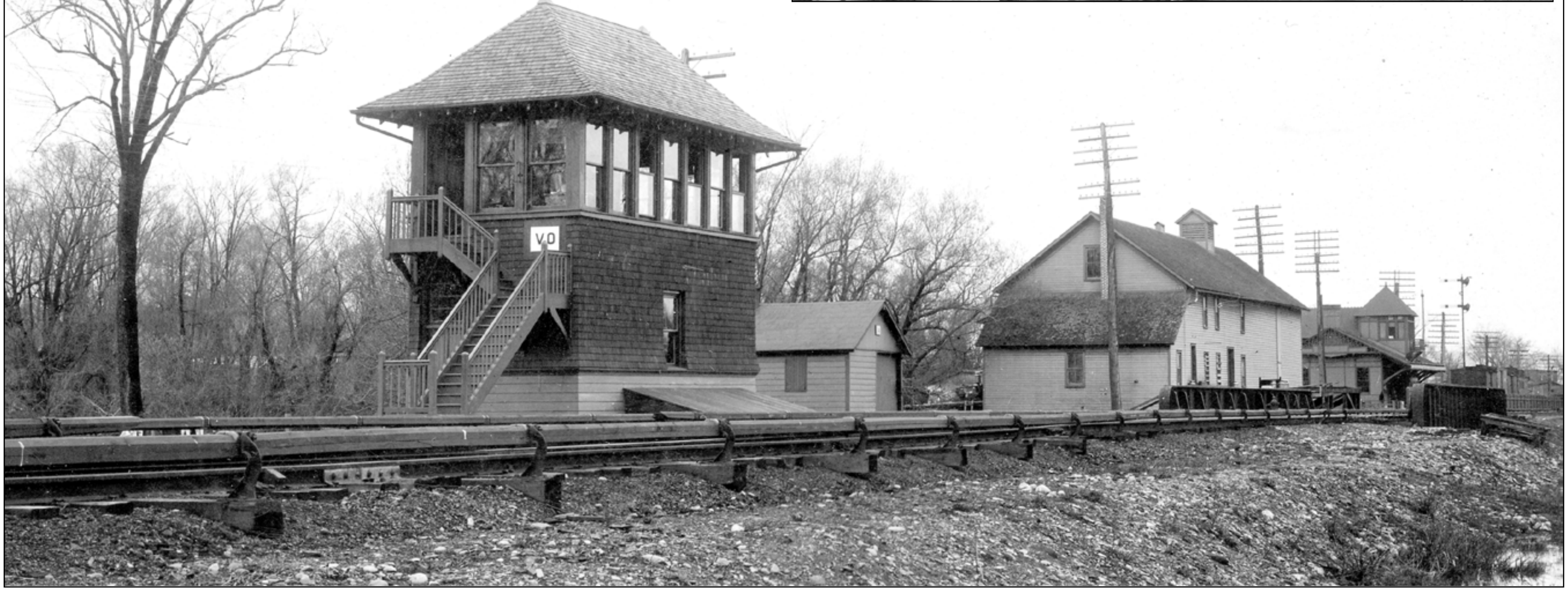




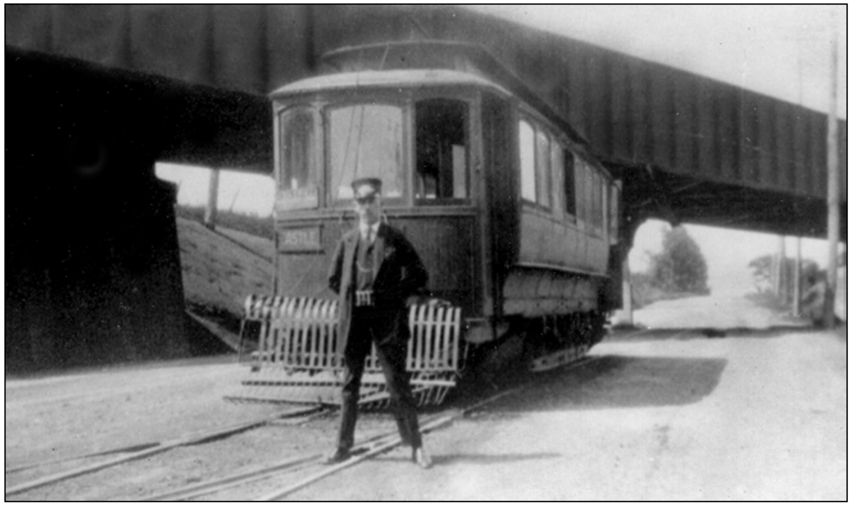
Block Stations CR, CT, and CV were the smallest sized interlocking towers. Their dimensions of 12'X24'4" allowed them to house only a 32 lever machine. B.S. CR had been built at the east end of Vernon Grade's 3-track territory, but it was closed and removed. Its purpose was assumed by nearby B.S. AK. At Clockville Road, the earlier track designations were changed to (from the south) tracks 8, 6, 5, 7.

During 1908, all of the block stations had become operative and the train order system of train handling was annulled. The entire length of the West Shore's electric territory was then controlled by the manual block signal system installed by NYC, US&S, and GRS forces. B.S. VO (below) was identical to block stations VG and YO; 12'X26' in size with 7 side windows, and 36 levers. It sat at the west end of Vernon Grade's 3 track territory that physically ended just east of deck-plate girder bridge W372 that spanned Sconondoa Creek (lower right). West of VO sat a sectionmen's shanty, then – across the creek – an independent co-operative milk station (later becoming a Borden's property), and finally, the WSRR station shown to better advantage on page 76. Vernon Historical Society collection. Right- Regardless of block station size, the lever machines were identical to these inside B.S. VO. The name of the leverman is unknown, but the photographer was Virgil Lewis.





In much the same manner as the Peanut, Oneida City cars were accommodating for residents and photographers alike. At right, Motorman Fred Dedrick has stopped his Castle bound car nearly in the shadow of the new double-span bridge W391. Four track territory was to the right; 2-track above in this southwesterly view. He is straddling the switch where Lenox Avenue became a 2-track line, too. The young Fred Dedrick (left) grew old working on the ORCo's City and SKT lines. Shelden S. King and Samuel H. Reeder, Jr. collections.

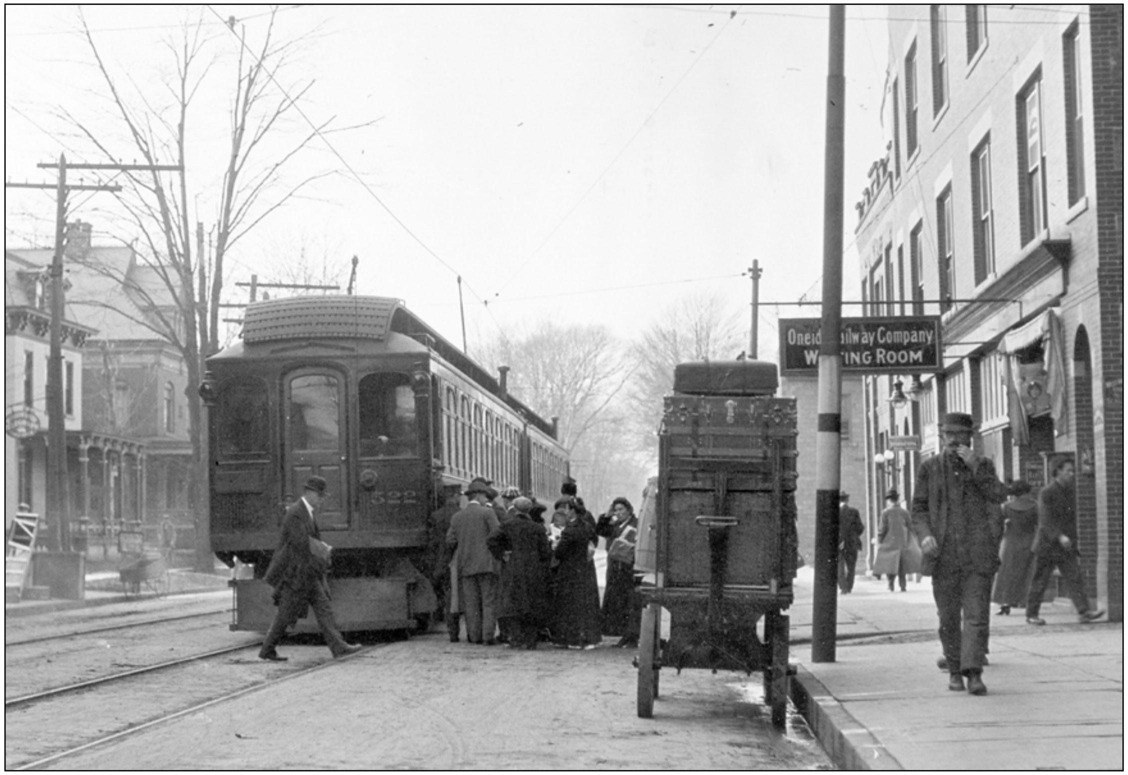


Also undertaken at this time was the lengthening and reconstruction of bridge W391. This was occasioned due to the height of the interurban cars needing to pass underneath and their requirement for a greater radius for east and west bound approaches to the Third Rail line from the city system. The new 2-span bridge W391 was completed by the Sargent-Maxwell Construction Company in 1911 at a cost of $12,500.23, and paid for solely by the ORCo.

While connecting the city and Third Rail trackage was being undertaken, also pursued was laying a new track from Oneida's Madison Square loop down Madison Street to the Ontario & Western's Oneida station. This had been the desired alternate route to connect Oneida, Sylvan Beach, and Rome but, with that expansion permanently shelved by the NYC, this new track would forever end at the O&W mainline and station.

Locating Oneida's new interurban depot was accomplished by the Oneida Railway Company contracting with the Galbraith Brothers (Charles, Harry, Reginald, and James) to sell tickets at their store located at 5 Lenox Avenue in downtown Oneida. The agreement between the two parties specified that the ticket office is to be open from 6am until 12:30am for which the brothers would be paid $85 per month. This contract would be perpetually renewed throughout the remaining life of the Oneida Railway Company. Alexander S. Galbraith, Sr., by the way, had been the WSRR's freight agent at Oneida since 1900.

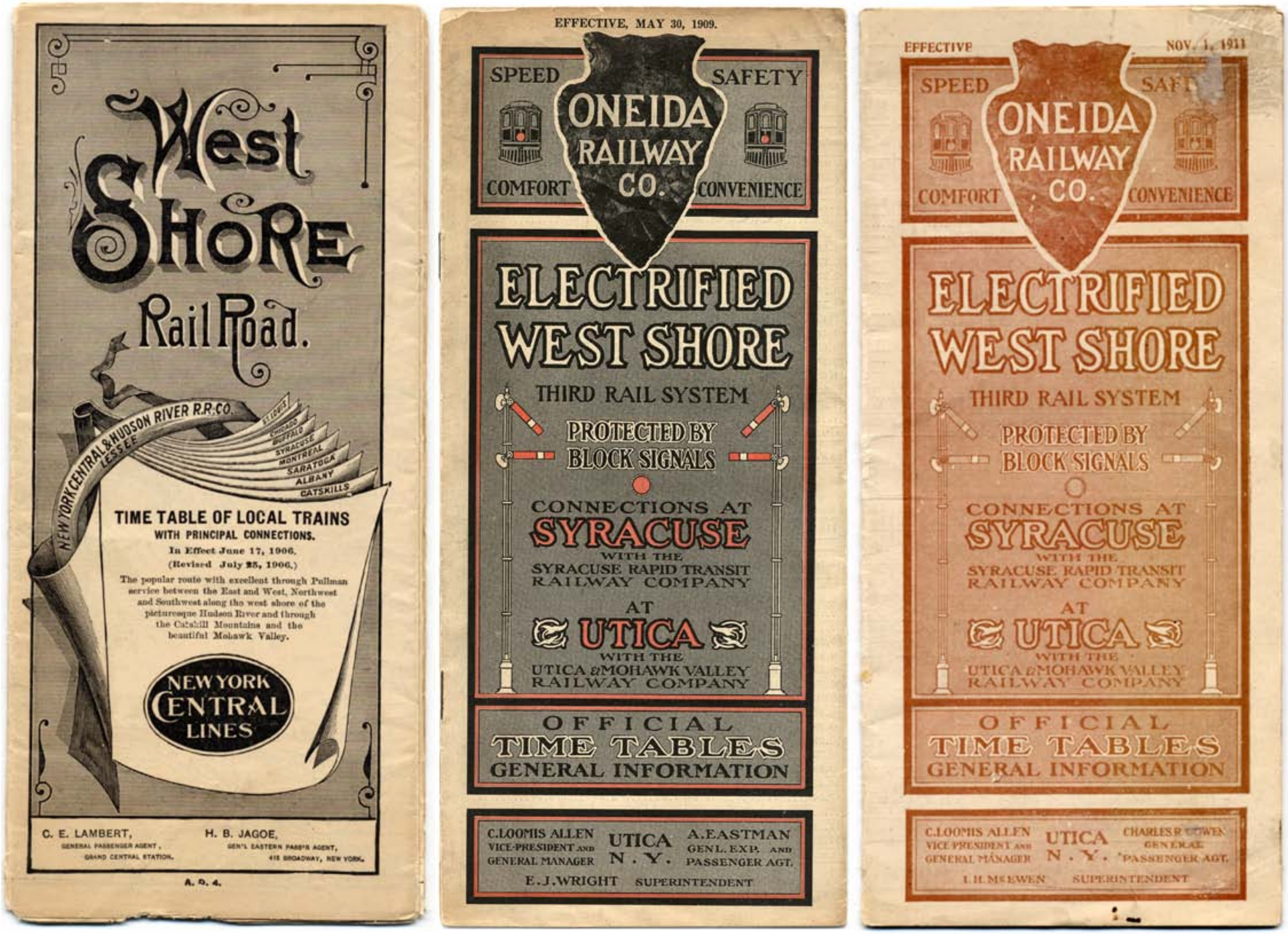
Beginning on November 1, 1911, all Third Rail Line "Local" cars commenced operating via downtown Oneida, utilizing the Main Street and Lenox Avenue city trackage, as well as the new connecting tracks installed at block stations YO and CV. The following day, Oneida city cars inaugurated service to the O&W station from Madison Square loop. With the implementation of this new trackage and service – at a cost of $57,949.79, the Oneida Railway Company, which had come to life on July 4, 1885, had reached its final form. For the remainder of its life and the life of its electric lines, no new trackage would be added to the OR's system. Unknown at this time was that it only had one year of life left, while its electric lines – operating under new ownership and title, would survive for less than two decades.



Left- The ORCo's 500s came to downtown Oneida beginning with the timetable effective Nov. 1, 1911, and forever after all Local cars made their stop at the Lenox Avenue station. On this day, an OR Conductor is boarding passengers for his westbound cars at the Lenox Avenue Stop. Rear car #522 and its m.u.ed mate came off the mainline at B.S. YO and will return to it at B.S. CV. Notice that the trolley pole is raised and, how do we know this is the rear of #522? Those tall stove chimneys reveal the answer. And, just so you know, the gentleman at far right is not talking on his "cell" phone. Rather, he is adjusting his mustache. Barstow collection.

But, those days were still in the distant future, the ORCo had stitched together all of its lines, except – of course – the Peanut that was destined always to remain an orphan. There was, however, one small matter of business to attend to, and that was fulfilling the last condition of the March 23, 1911 franchise from the city of Oneida allowing construction of the final trackage: "The (Oneida Railway) Company agrees to operate local cars from the West Shore tracks through the city, it agrees to furnish two additional cars during rush hours between Oneida and Sherrill, and it agrees to sell round trip "Workingman's" tickets good from Oneida to Kenwood and return for ten cents to be good on "special Workingman's cars" between 6:30am and 8:30am, and between 5pm and 7pm work days." The "special cars" was the franchise condition still having to be met. And, met it was.

Also beginning on November 1, 1911, the Oneida Railway Company began running special "Workingmen's Specials" from its Oneida (Lenox Avenue), ticket office to Vernon (Stop 16). In this manner, Oneida Community Limited employees would be afforded 10-cent transportation to Sherrill (Stop 19) where the SKT connection could take them to the company's knife plant. The Third Rail car, after stopping at Sherrill, would then continue on to Vernon where it would reverse direction so as to bring other OCL workers to Sherrill. After again pausing at Stop 19, the car would return to the Lenox Avenue station to make a second round trip to Vernon. During the afternoon change-of-shift at the OCL's Sherrill and Kenwood plants Workingmen's Special trains again provided transportation. Employing this scheduling, workers could be brought to the OCL's plants as well as back home, at least for those working the day shift. Two Workingmen's Specials were run Monday through Saturday, each morning and afternoon, with Sunday being a day of rest – as God intended.



West Shore Rail Road.

NEW YORK CENTRAL & HUDSON RIVER R.R.CO. LESSEE

ST. LOUIS
CHICAGO
BUFFALO
SYRACUSE
MONTREAL
SARATOGA
ALBANY
CATSKILLS

TIME TABLE OF LOCAL TRAINS
WITH PRINCIPAL CONNECTIONS.
In Effect June 17, 1906.
(Revised July 25, 1906.)

The popular route with excellent through Pullman service between the East and West, Northwest and Southwest along the west shore of the picturesque Hudson River and through the Catskill Mountains and the beautiful Mohawk Valley.

NEW YORK CENTRAL LINES

C. E. LAMBERT,
GENERAL PASSENGER AGENT,
GRAND CENTRAL STATION.

H. B. JAGOE,
GEN'L EASTERN PASS'R AGENT,
415 BROADWAY, NEW YORK.

A. D. 4.

EFFECTIVE, MAY 30, 1909.

SPEED SAFETY
ONEIDA RAILWAY CO.
COMFORT CONVENIENCE

ELECTRIFIED WEST SHORE
THIRD RAIL SYSTEM
PROTECTED BY BLOCK SIGNALS

CONNECTIONS AT
SYRACUSE
WITH THE
SYRACUSE RAPID TRANSIT
RAILWAY COMPANY
AT
UTICA
WITH THE
UTICA & MOHAWK VALLEY
RAILWAY COMPANY

OFFICIAL
TIME TABLES
GENERAL INFORMATION

C. LOOMIS ALLEN
VICE-PRESIDENT AND
GENERAL MANAGER

UTICA
N. Y.

A. EASTMAN
GENL. EXP. AND
PASSENGER AGT.

E. J. WRIGHT SUPERINTENDENT

EFFECTIVE NOV. 1, 1911

SPEED SAFETY
ONEIDA RAILWAY CO.
COMFORT CONVENIENCE

ELECTRIFIED WEST SHORE
THIRD RAIL SYSTEM
PROTECTED BY BLOCK SIGNALS

CONNECTIONS AT
SYRACUSE
WITH THE
SYRACUSE RAPID TRANSIT
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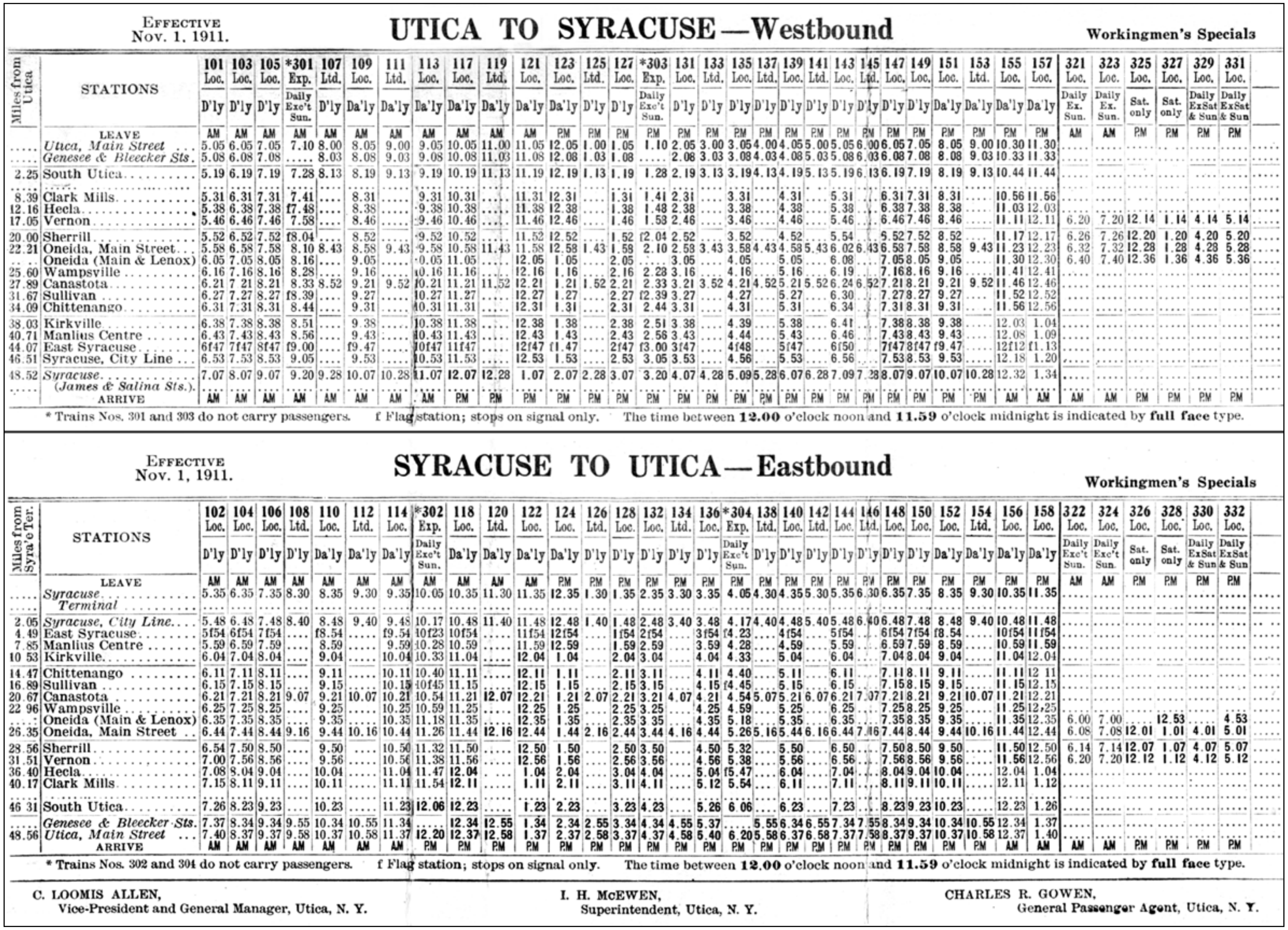
UTICA
N. Y.

CHARLES R. COWEN
GENERAL
PASSENGER AGT.

I. H. McEWEN SUPERINTENDENT

When the West Shore Railroad's timetable of June 17, 1906 (left) was in effect, 3 local, and 5 through, steam passengers trains ran between Syracuse and Utica. Three years later, the Oneida Railway Company schedule dated May 30, 1909 (middle) listed 33 interurban runs each way on a daily basis, 2 less on Sunday. Yet, that was before the electrified system had reached its ultimate form. That time came with the issuance of the November 1, 1911 timetable (right), the first to list the Lenox Avenue Stop, as well as the Workingmen's Specials. See the next page for this full schedule. Left- collection of A. Bruce Tracy.



Effective
Nov. 1, 1911.

UTICA TO SYRACUSE—Westbound

Workingmen's Specials

Miles from Utica	STATIONS	101	103	105	*301	107	109	111	113	117	119	121	123
		Loc.	Loc.	Loc.	Exp.	Ltd.	Loc.	Ltd.	Loc.	Loc.	Ltd.	Loc.	Loc.
		D'ly	D'ly	D'ly	Daily Exc't Sun.	D'ly	Da'ly	Da'ly	Da'ly	Da'ly	Da'ly	Da'ly	Da'ly
	LEAVE	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM
.....	*Utica, Main Street*	5.05	6.05	7.05	7.10	8.00	8.05	9.00	9.05	10.05	11.00	11.05	12.05
.....	*Genesee & Bleecker Sts.*	5.08	6.08	7.08	.....	8.03	8.08	9.03	9.08	10.08	11.03	11.08	12.08
2.25	South Utica	5.19	6.19	7.19	7.28	8.13	8.19	9.13	9.19	10.19	11.13	11.19	12.19
8.39	Clark Mills	5.31	6.31	7.31	7.41	....	8.31	.....	9.31	10.31	.....	11.31	12.31
12.16	Hecla	5.38	6.38	7.38	f7.48	....	8.38	.....	9.38	10.38	.....	11.38	12.38
17.05	Vernon	5.46	6.46	7.46	7.58	....	8.46	.....	9.46	10.46	.....	11.46	12.46
20.00	Sherrill	5.52	6.52	7.52	f8.04	....	8.52	.....	9.52	10.52	.....	11.52	12.52
22.21	Oneida, Main Street	5.58	6.58	7.58	8.10	8.43	8.58	9.43	9.58	10.58	11.43	11.58	12.58
....	Oneida (Main & Lenox)	6.05	7.05	8.05	8.16	....	9.05	.....	10.05	11.05	.....	12.05	1.05
25.60	Wampsville	6.16	7.16	8.16	8.28	....	9.16	.....	10.16	11.16	.....	12.16	1.16
27.89	Canastota	6.21	7 21	8.21	8.33	8.52	9.21	9.52	10.21	11.21	11.52	12.21	1.21
31.67	Sullivan	6.27	7.27	8.27	f8.39	....	9.27	.....	10.27	11.27	.....	12.27	1.27
34.09	Chittenango	6.31	7.31	8.31	8.44	....	9.31	.....	10.31	11.31	.....	12.31	1.31
38.03	Kirkville	6.38	7.38	8.38	8.51	....	9.38	.....	10.38	11.38	.....	12.38	1.38
40.71	Manlius Centre	6.43	7.43	8.43	8.56	....	9.43	.....	10.43	11.43	.....	12.43	1.43
44.07	East Syracuse	6f47	7f47	8f47	f9.00	....	f9.47	.....	10f47	11f47	.....	12f47	f1.47
46.51	Syracuse, City Line	6.53	7.53	8.53	9.05	....	9.53	.....	10.53	11.53	.....	12.53	1.53
48.52	*Syracuse*	7.07	8.07	9.07	9.20	9.28	10.07	10.28	11.07	12.07	12.28	1.07	2.07
.....	*(James & Salina Sts.)*	....	....	....	....	....	....	....	....	....	....	....	....
	ARRIVE	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM

Miles from Utica	STATIONS	125	127	*303	131	133	135	137	139	141	143	145	147
		Ltd.	Loc.	Exp.	Loc.	Ltd.	Loc.	Ltd.	Loc.	Ltd.	Loc.	Ltd.	Loc.
		D'ly	D'ly	Daily Exc't Sun.	D'ly	D'ly	D'ly	D'ly	D'ly	D'ly	D'ly	D'ly	D'ly
	LEAVE	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
.....	*Utica, Main Street*	1.00	1.05	1.10	2.05	3.00	3.05	4.00	4.05	5.00	5.05	6.00	6.05
.....	*Genesee & Bleecker Sts.*	1.03	1.08	.....	2.08	3.03	3.08	4.03	4.08	5.03	5.08	6.03	6.08
2.25	South Utica	1.13	1.19	1.28	2.19	3.13	3.19	4.13	4.19	5.13	5.19	6.13	6.19
8.39	Clark Mills	....	1.31	1.41	2.31	....	3.31	....	4.31	....	5.31	....	6.31
12.16	Hecla	....	1.38	1.48	2.38	....	3.38	....	4.38	....	5.38	....	6.38
17.05	Vernon	....	1.46	1.58	2.46	....	3.46	....	4.46	....	5.46	....	6.46
20.00	Sherrill	....	1.52	f2.04	2.52	....	3.52	....	4.52	....	5.54	....	6.52
22.21	Oneida, Main Street	1.43	1.58	2.10	2.58	3.43	3.58	4.43	4.58	5.43	6.02	6.43	6.58
....	Oneida (Main & Lenox)	....	2.05	....	3.05	....	4.05	....	5.05	....	6.08	....	7.05
25.60	Wampsville	....	2.16	2.28	3.16	....	4.16	....	5.16	....	6.19	....	7.16
27.89	Canastota	1.52	2.21	2.33	3.21	3.52	4.21	4.52	5.21	5.52	6.24	6.52	7.21
31.67	Sullivan	....	2.27	f2.39	3.27	....	4.27	....	5.27	....	6.30	....	7.27
34.09	Chittenango	....	2.31	2.44	3.31	....	4.31	....	5.31	....	6.34	....	7.31
38.03	Kirkville	....	2.38	2.51	3.38	....	4.39	....	5.38	....	6.41	....	7.38
40.71	Manlius Centre	....	2.43	2.56	3.43	....	4.44	....	5.43	....	6.46	....	7.43
44.07	East Syracuse	....	2f47	f3.00	3f47	....	4f48	....	5f47	....	6f50	....	7f47
46.51	Syracuse, City Line	....	2.53	3.05	3.53	....	4.56	....	5.53	....	6.56	....	7.53
48.52	*Syracuse*	2.28	3.07	3.20	4.07	4.28	5.09	5.28	6.07	6.28	7.09	7.28	8.07
.....	*(James & Salina Sts.)*	....	....	....	....	....	....	....	....	....	....	....	....
	ARRIVE	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

Miles from Utica	STATIONS	149	151	153	155	157	321	323	325	327	329	331
		Loc.	Loc.	Ltd.	Loc.	Loc.	Loc.	Loc.	Loc.	Loc.	Loc.	Loc.
		D'ly	Da'ly	Da'ly	Da'ly	Da'ly	Daily Ex. Sun.	Daily Ex. Sun.	Sat. only	Sat. only	Daily ExSat & Sun	Daily ExSat & Sun
	LEAVE	PM	PM	PM	PM	PM	AM	AM	PM	PM	PM	PM
.....	*Utica, Main Street*	7.05	8.05	9.00	10.30	11.30	.....	.....	.....	.....	.....	.....
.....	*Genesee & Bleecker Sts.*	7.08	8.08	9.03	10.33	11.33	.....	.....	.....	.....	.....	.....
2.25	South Utica	7.19	8.19	9.13	10.44	11.44	.....	.....	.....	.....	.....	.....
8.39	Clark Mills	7.31	8.31	....	10.56	11.56	.....	.....	.....	.....	.....	.....
12.16	Hecla	7.38	8.38	....	11.03	12.03	.....	.....	.....	.....	.....	.....
17.05	Vernon	7.46	8.46	....	11.11	12.11	6.20	7.20	12.14	1.14	4.14	5.14
20.00	Sherrill	7.52	8.52	....	11.17	12.17	6.26	7.26	12.20	1.20	4.20	5.20
22.21	Oneida, Main Street	7.58	8.58	9.43	11.23	12.23	6.32	7.32	12.28	1.28	4.28	5.28
....	Oneida (Main & Lenox)	8.05	9.05	....	11.30	12.30	6.40	7.40	12.36	1.36	4.36	5.36
25.60	Wampsville	8.16	9.16	....	11.41	12.41	.....	.....	.....	.....	.....	.....
27.89	Canastota	8.21	9.21	9.52	11.46	12.46	.....	.....	.....	.....	.....	.....
31.67	Sullivan	8.27	9.27	....	11.52	12.52	.....	.....	.....	.....	.....	.....
34.09	Chittenango	8.31	9.31	....	11.56	12.56	.....	.....	.....	.....	.....	.....
38.03	Kirkville	8.38	9.38	....	12.03	1.04	.....	.....	.....	.....	.....	.....
40.71	Manlius Centre	8.43	9.43	....	12.08	1.09	.....	.....	.....	.....	.....	.....
44.07	East Syracuse	8f47	f9.47	....	12f12	f1.13	.....	.....	.....	.....	.....	.....
46.51	Syracuse, City Line	8.53	9.53	....	12.18	1.20	.....	.....	.....	.....	.....	.....
48.52	*Syracuse*	9.07	10.07	10.28	12.32	1.34	.....	.....	.....	.....	.....	.....
.....	*(James & Salina Sts.)*	....	....	....	....	....	.....	.....	.....	.....	.....	.....
	ARRIVE	PM	PM	PM	AM	AM	AM	AM	PM	PM	PM	PM

* Trains Nos. 301 and 303 do not carry passengers. f Flag station; stops on signal only. The time between **12.00** o'clock noon and **11.59** o'clock midnight is indicated by **full face** type.

Effective
Nov. 1, 1911.

SYRACUSE TO UTICA—Eastbound

Workingmen's Specials

Miles from Syra'e Ter.	STATIONS	102	104	106	108	110	112	114	*302	118	120	122	124
		Loc.	Loc.	Loc.	Ltd.	Loc.	Ltd.	Loc.	Exp.	Loc.	Ltd.	Loc.	Loc.
		D'ly	D'ly	D'ly	D'ly	Da'ly	Da'ly	Da'ly	Daily Exc't Sun.	Da'ly	Da'ly	Da'ly	Da'ly
	LEAVE	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM
.....	*Syracuse*	5.35	6.35	7.35	8.30	8.35	9.30	9.35	10.05	10.35	11.30	11.35	12.35
.....	*Terminal*	....	....	....	....	....	....	....	....	....	....	....	....
2.05	*Syracuse, City Line*	5.48	6.48	7.48	8.40	8.48	9.40	9.48	10.17	10.48	11.40	11.48	12.48
4.49	East Syracuse	5f54	6f54	7f54	....	f8.54	.....	f9.54	10f23	10f54	.....	11f54	12f54
7.85	Manlius Centre	5.59	6.59	7.59	....	8.59	.....	9.59	10.28	10.59	.....	11.59	12.59
10 53	Kirkville	6.04	7.04	8.04	....	9.04	.....	10.04	10.33	11.04	.....	12.04	1.04
14.47	Chittenango	6.11	7.11	8.11	....	9.11	.....	10.11	10.40	11.11	.....	12.11	1.11
16.89	Sullivan	6.15	7.15	8.15	....	9.15	.....	10.15	10f45	11.15	.....	12.15	1.15
20.67	Canastota	6.21	7.21	8.21	9.07	9.21	10.07	10.21	10.54	11.21	12.07	12.21	1.21
22 96	Wampsville	6.25	7.25	8.25	....	9.25	.....	10.25	10.59	11.25	.....	12.25	1.25
....:	Oneida (Main & Lenox)	6.35	7.35	8.35	....	9.35	.....	10.35	11.18	11.35	.....	12.35	1.35
26.35	Oneida, Main Street	6.44	7.44	8.44	9.16	9.44	10.16	10.44	11.26	11.44	12.16	12.44	1.44
28.56	Sherrill	6.54	7.50	8.50	....	9.50	....	10.50	11.32	11.50	.....	12.50	1.50
31.51	Vernon	7.00	7.56	8.56	....	9.56	.....	10.56	11.38	11.56	.....	12.56	1.56
36.40	Hecla	7.08	8.04	9.04	....	10.04	.....	11.04	11.47	12.04	.....	1.04	2.04
40.17	Clark Mills	7.15	8.11	9.11	....	10.11	.....	11.11	11.54	12.11	.....	1.11	2.11
46 31	South Utica	7.26	8.23	9.23	....	10.23	.....	11.23	12.06	12.23	.....	1.23	2.23
.....	*Genesee & Bleecker Sts.*	7.37	8.34	9.34	9.55	10.34	10.55	11.34	.....	12.34	12.55	1.34	2.34
48.56	*Utica, Main Street*	7.40	8.37	9.37	9.58	10.37	10.58	11.37	12.20	12.37	12.58	1.37	2.37
	ARRIVE	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM

Miles from Syra'e Ter.	STATIONS	126	128	132	134	136	*304	138	140	142	144	146	148
		Ltd.	Loc.	Loc.	Ltd.	Loc.	Exp.	Ltd.	Loc.	Ltd.	Loc.	Ltd.	Loc.
		D'ly	D'ly	D'ly	D'ly	D'ly	Daily Exc't Sun.	D'ly	D'ly	D'ly	D'ly	D'ly	D'ly
	LEAVE	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
.....	*Syracuse*	1.30	1.35	2.35	3.30	3.35	4.05	4.30	4.35	5.30	5.35	6.30	6.35
.....	*Terminal*	....	....	....	....	....	....	....	....	....	....	....	....
2.05	*Syracuse, City Line*	1.40	1.48	2.48	3.40	3.48	4.17	4.40	4.48	5.40	5.48	6.40	6.48
4.49	East Syracuse	....	1f54	2f54	....	3f54	f4.23	....	4f54	....	5f54	....	6f54
7.85	Manlius Centre	....	1.59	2.59	....	3.59	4.28	....	4.59	....	5.59	....	6.59
10 53	Kirkville	....	2.04	3.04	....	4.04	4.33	....	5.04	....	6.04	....	7.04
14.47	Chittenango	....	2.11	3.11	....	4.11	4.40	....	5.11	....	6.11	....	7.11
16.89	Sullivan	....	2.15	3.15	....	4.15	f4.45	....	5.15	....	6.15	....	7.15
20.67	Canastota	2.07	2.21	3.21	4.07	4.21	4.54	5.07	5.21	6.07	6.21	7.07	7.21
22 96	Wampsville	....	2.25	3.25	....	4.25	4.59	....	5.25	....	6.25	....	7.25
....:	Oneida (Main & Lenox)	....	2.35	3 35	....	4.35	5.18	....	5.35	....	6.35	....	7.35
26.35	Oneida, Main Street	2.16	2.44	3.44	4.16	4.44	5.26	5.16	5.44	6.16	6.44	7.16	7.44
28.56	Sherrill	....	2.50	3.50	....	4.50	5.32	....	5.50	....	6.50	....	7.50
31.51	Vernon	....	2.56	3.56	....	4.56	5.38	....	5.56	....	6.56	....	7.56
36.40	Hecla	....	3.04	4.04	....	5.04	f5.47	....	6.04	....	7.04	....	8.04
40.17	Clark Mills	....	3.11	4.11	....	5.12	5.54	...	6.11	....	7.11	....	8.11
46 31	South Utica	....	3.23	4.23	....	5.26	6.06	....	6.23	....	7.23	....	8.23
.....	*Genesee & Bleecker Sts.*	2.55	3.34	4.34	4.55	5.37	.....	5.55	6.34	6.55	7.34	7.55	8.34
48.56	*Utica, Main Street*	2.58	3.37	4.37	4.58	5.40	6.20	5.58	6.37	6.58	7.37	7.58	8.37
	ARRIVE	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

Miles from Syra'e Ter.	STATIONS	150	152	154	156	158	322	324	326	328	330	332
		Loc.	Loc.	Ltd.	Loc.	Loc.	Loc.	Loc.	Loc.	Loc.	Loc.	Loc.
		D'ly	Da'ly	Da'ly	Da'ly	Da'ly	Daily Exc't Sun.	Daily Exc't Sun.	Sat. only	Sat. only	Daily ExSat & Sun	Daily ExSat & Sun
	LEAVE	PM	PM	PM	PM	PM	AM	AM	PM	PM	PM	PM
.....	*Syracuse*	7.35	8.35	9.30	10.35	11.35	.....	.....	.....	.....	.....	.....
.....	*Terminal*	....	....	....	....	....	.....	.....	.....	.....	.....	.....
2.05	*Syracuse, City Line*	7.48	8.48	9.40	10.48	11.48	.....	.....	.....	.....	.....	.....
4.49	East Syracuse	7f54	f8.54	.....	10f54	11f54	.....	.....	.....	.....	.....	.....
7.85	Manlius Centre	7.59	8.59	.....	10.59	11.59	.....	.....	.....	.....	.....	.....
10 53	Kirkville	8.04	9.04	.....	11.04	12.04	.....	.....	.....	.....	.....	.....
14.47	Chittenango	8.11	9.11	.....	11.11	12 11	.....	.....	.....	.....	.....	.....
16.89	Sullivan	8.15	9.15	.....	11.15	12.15	.....	.....	.....	.....	.....	.....
20.67	Canastota	8.21	9.21	10.07	11.21	12.21	.....	.....	.....	.....	.....	.....
22 96	Wampsville	8.25	9.25	.....	11.25	12,25	.....	.....	.....	.....	.....	.....
....:	Oneida (Main & Lenox)	8.35	9.35	.....	11.35	12.35	6.00	7.00	.....	12.53	.....	4.53
26.35	Oneida, Main Street	8.44	9.44	10.16	11.44	12.44	6.08	7.08	12.01	1.01	4.01	5.01
28.56	Sherrill	8.50	9.50	.....	11.50	12.50	6.14	7.14	12.07	1.07	4.07	5.07
31.51	Vernon	8.56	9.56	.....	11.56	12.56	6.20	7.20	12.12	1.12	4.12	5.12
36.40	Hecla	9.04	10.04	.....	12.04	1.04	.....	.....	.....	.....	.....	.....
40.17	Clark Mills	9.11	10.11	.....	12.11	1.12	.....	.....	.....	.....	.....	.....
46 31	South Utica	9.23	10.23	.....	12.23	1.26	.....	.....	.....	.....	.....	.....
.....	*Genesee & Bleecker Sts.*	9.34	10.34	10.55	12.34	1.37	.....	.....	.....	.....	.....	.....
48.56	*Utica, Main Street*	9.37	10.37	10.58	12.37	1.40	.....	.....	.....	.....	.....	.....
	ARRIVE	PM	PM	PM	AM	AM	AM	AM	PM	PM	PM	PM

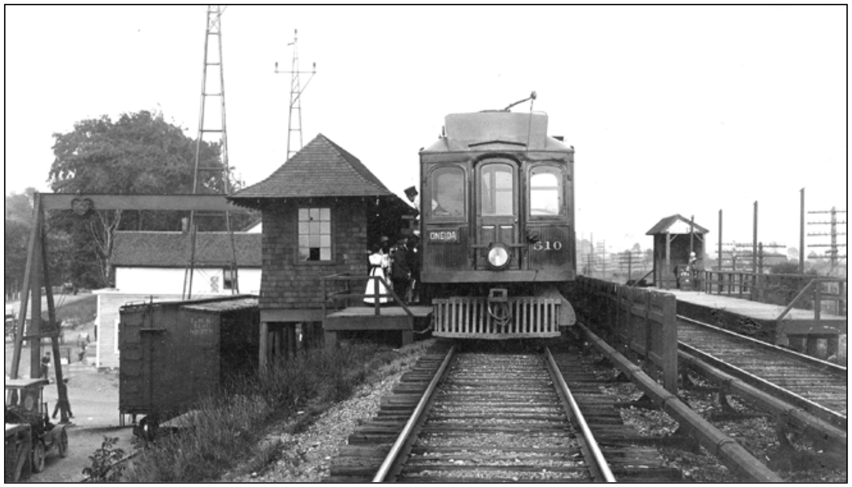
* Trains Nos. 302 and 304 do not carry passengers. f Flag station; stops on signal only. The time between **12.00** o'clock noon and **11.59** o'clock midnight is indicated by **full face** type.

C. LOOMIS ALLEN,
Vice-President and General Manager, Utica, N. Y.

I. H. McEWEN,
Superintendent, Utica, N. Y.

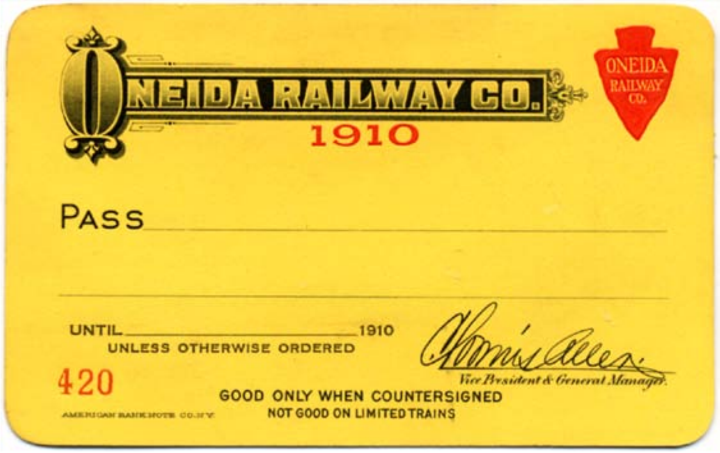
CHARLES R. GOWEN,
General Passenger Agent, Utica, N. Y.

This schedule, effective November 1, 1911, reflects all of the services provided by the mature Oneida Railway Company: Limited cars that only stopped at Oneida (Main St.) and Canastota, Local cars that made the Stops listed, including Lenox Avenue – as well as flag Stops that are not shown, Express service, and Workingmen's Specials. Who could have asked for anything more.



Left- Westbound ORCo car #510 has paused to board OCL employees at Stop 19 during the course of performing its service as a Workingmen's Special. How do we know this is one of the "Specials?" The "Oneida" signboard gives away this car's duty. Only the Specials carried either Oneida or Vernon signboards. ORCo Local and Limited cars carried either Utica or Syracuse boards, along with the appropriate service they were then in. Collection of A. Bruce Tracy.

Below- This complimentary "Pass" was just the way Allen liked them; blank and unused.



ONEIDA RAILWAY CO.
1910

ONEIDA RAILWAY CO.

PASS

UNTIL ______ 1910
UNLESS OTHERWISE ORDERED

Thomas Allen
Vice President & General Manager

420

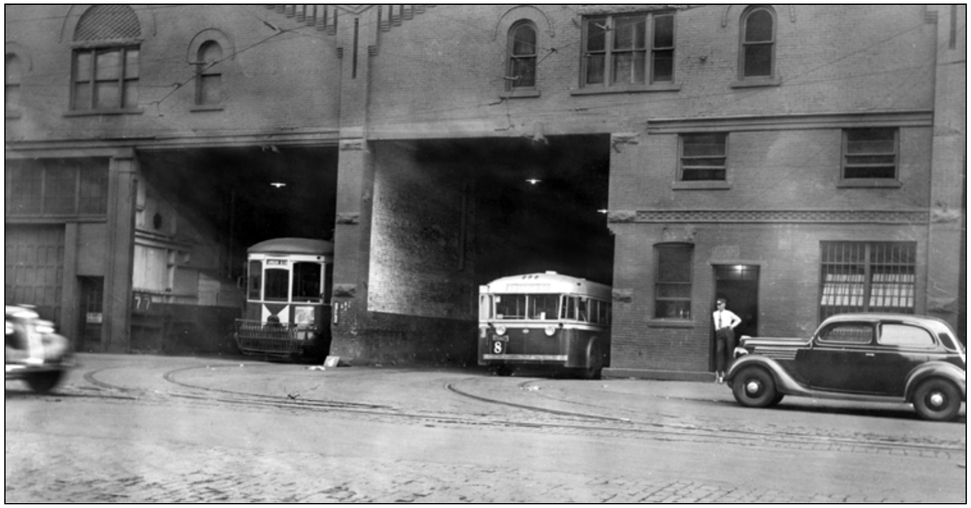
GOOD ONLY WHEN COUNTERSIGNED
NOT GOOD ON LIMITED TRAINS

AMERICAN BANKNOTE CO. N.Y.

With regular passenger, express, and special cars being operated daily – along with occasional charters – the Third Rail Line's schedule blossomed from the original 18 to over 30 trains being run between 6am and 11pm, each way! While the previously mentioned passenger comparison of July 1906 to July 1907 proves that the electrified Third Rail Line was an immediate success, some of that ridership was thought to be of the curiosity variety. But, city and rural folks alike continued to ride the OR's interurban cars in continually increasing numbers, proving that the service was timely for workmen, salesmen, shoppers, and school children alike. The OR's gross passenger revenues for the years 1907 to 1911 – the year it attained it final trackage form – reflect the Third Rail's continued success: 1907 (1/2 year)- $177,624.90, 1908- $304,782.51, 1909- $339,129.04, 1910- $414,836.90, 1911- $423,985.00

Yet, there were many people that rode for free, a circumstance that continually irritated General Manager Allen. Dating back as far as June 29, 1907, Allen had had enough. "There will be no more (free) passes issued," he said, "firemen and coppers will all have to pay a fare." But, he relented when the general public's outcry filled newspaper column space. He then stated that firemen and police could ride free when on duty, as well as doctors, nurses, and emergency personnel enroute to provide medical assistance. Yet, the number of sanctioned free rides continued to place restrictions on seat availability on the Oneida Railway's cars. As an example of just how widespread free riding was on the OR, the company purposely took count of them for the first six months of 1909. During that January through June period, the OR's Oneida City line carried 4,140 riders free; on the Third Rail Line the number was 32,136. Allen, it seems had every right to be aggrieved by these numbers, but the official policy towards free riders remained nonetheless.

Regardless of whether a rider paid a fare or not, all passengers enjoyed the frequency of service the expanded schedule provided and could travel not only between the cities of Utica, Sherrill, Oneida, and Syracuse but to a multitude of intermediate rural Stops as well. Residents living within the Third Rail Line's territory and along its corridor became well advised as to the 41 Stops provided by the Oneida Railway Company via its electrified West Shore line, and used them increasingly for business and leisure.



Utica's Main Street Terminal was directly across the street from the NYC station. This picture shows the Terminal during its post interurban era but, it was through those openings that the 500s began and ended their runs to and from Syracuse.
Collection of Oneida County Historical Society, courtesy of Frank Tomaino.

Starting in Utica, the Oneida Railway Company shared the Utica & Mohawk Valley Railway's Main Street terminal that was located directly across from the New York Central Utica station. Initially, inbound cars – after stopping at the terminal – had to employ a back up move to Bagg's Square so that wye trackage there could be used to turn the single-ended cars for their outbound run. This situation was resolved in 1914 when an alteration was made to the Main Street terminal so that the OR's interurban cars would be able to loop through the interior of the terminal, thus forsaking the Bagg's Square wye. The John F. Hughes Construction Company, builders of the four sub-stations earlier, accomplished this much needed operational improvement.

Because of the proximity of the Main Street terminal with NYC's Utica station, Oneida Railway Company passengers were able to continue their journey by utilizing either the U&MV to Little Falls or Rome, or the Central's mainline passenger trains eastward to Albany and New York City or westward to Rome, Syracuse, Rochester, Buffalo and beyond.

The OR's outbound cars from the Main Street terminal proceeded west to Bagg's Square and then turned south on to Genesee Street, proceeding upgrade until South Utica was reached. Along this route it was originally planned that ORCo cars would not make any stops other than at the Busy Corner, which was at Genesee and Bleecker streets. Here, OR planners realized that during the 6am to 11pm time that its cars would be running, 85 U&MV city cars per hour passed this point, hence its name. These cars ran with destinations to and from Capron, Clinton, New Hartford, New York Mills, Whitesboro, Rome, Blandina Street, Bleecker Street, Eagle Street, Elm Street, Phillips Street, and South Street. The Bleecker Street line was also the route that accessed the U&MV's Utica Park shop. It was therefore important to allow OR passengers the flexibility of interchange at this point. (The Utica Park shop was so named because it was adjacent to Utica Park. Later, when the park was re-christened as Forest Park the name of the shop changed as well. Because the U&MV served Utica Park – and Summit Park at Oriskany, the OR entertained ideas of creating its own park at Hecla Pond. This idea, however, never came to fruition.)

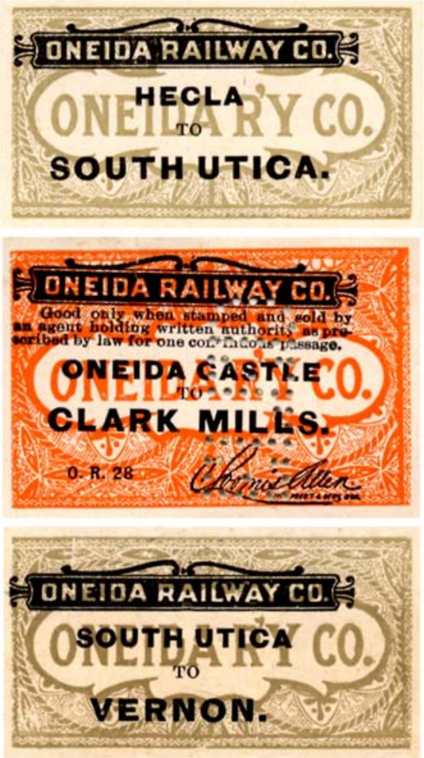
But, only days before the official opening of the Third Rail Line, OR managers changed their position, with U&MV manger approval – they were one in the same of course, so that outbound interurban cars from the Main Street terminal destined for the Third Rail Line could stop at established city line Stops for passengers desiring to ride to third rail destinations. Inbound cars could similarly stop at Genesee Street city Stops to drop off – but not pick up – riders. Several months after the official opening of the Third Rail Line, a survey was undertaken that showed, on average, the OR's cars were making six stops along Genesee Street both inbound and outbound.

The most important Stop, however, remained at the Busy Corner. Consequently, the Busy Corner Drug Store, owned and operated by the Evans family, was allowed to begin selling Third Rail Line tickets effective July 4, 1907.

Prior to the West Shore being converted for electric propulsion, the NYWS&BRy's station for Utica had first been in a "rambling, dilapidated, old building situated on the northeast side of Genesee Street in South Utica. Not long after the opening of the line, a new station was built on Hammond Avenue near South Street in East Utica. When this more modern and commodious station went into service the NYC was allowed to close the South Utica "depot." When the OR was nearing completion, the NYC petitioned the Public Service Commission (on November 17, 1906) to close its East Utica station and move it to Genesee Street. The thought behind this change of locations was due to the NYC's discontinuance of steam passenger service when the OR opened. Thus, with the station being at South Utica passengers could more easily transfer from one line to the other, if they so desired. On December 3, the PSC held a hearing at the Bagg's Hotel regarding the railroad's petition, and then on December 22 it ruled in favor of the NYC's desire to change the location of its West Shore station. At some time shortly thereafter, the NYC decided rather than move the East Utica station it would erect a new station in South Utica, construction for which began on April 23, 1907. When the new station was completed, the East Utica station was closed.

The East Utica station, however, did get moved to South Utica, but not for use as its original purpose. On July 17, 1907, the West Shore dispatchers were moved from Albany to Utica, where they briefly worked in offices near the NYC's Utica station. By September 25, the East Utica station had been moved to South Utica where it was altered for the dispatcher's use as well as containing rooms for Assistant Superintendent McEwen, conductors, and clerks. On this date, the West Shore Railroad and the Oneida Railway Company began to be dispatched from this facility in South Utica.

Upon reaching South Utica the Third Rail interurbans curved westerly to come abreast of the West Shore trackage at Arnold Avenue. This was the eastern limit of the changeover point that extended to B.S. WU. Immediately east of the DL&W crossing, WU levermen directed the interurban cars on to the converted West Shore trackage to proceed west to the first of the forty-one Stops.

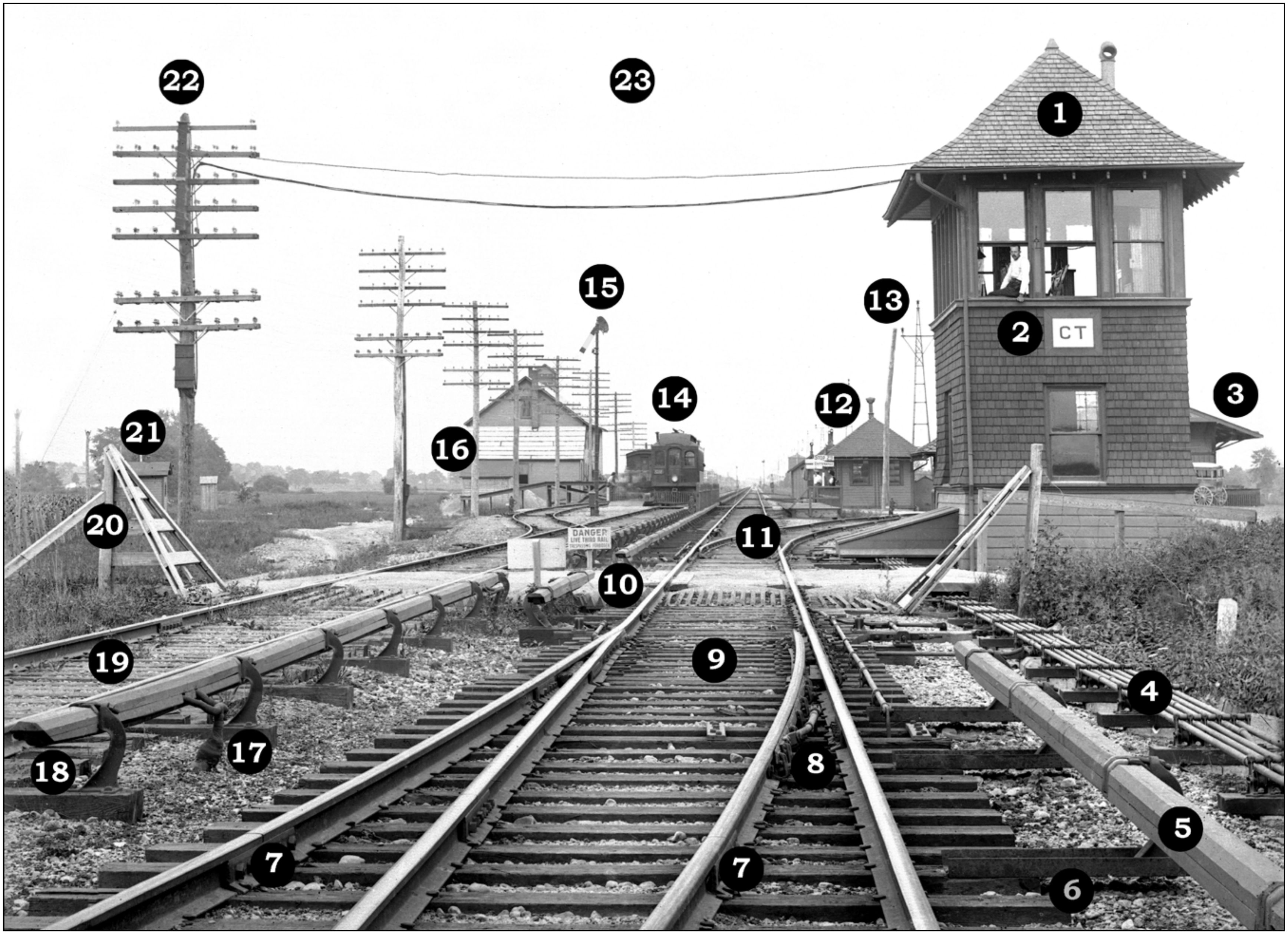


ONEIDA RAILWAY CO.
ONEIDA R'Y CO.
HECLA
TO
SOUTH UTICA.

ONEIDA RAILWAY CO.
Good only when stamped and sold by an agent holding written authority as prescribed by law for one continuous passage.
ONEIDA R'Y CO.
ONEIDA CASTLE
TO
CLARK MILLS.
O. R. 28
Thomas Allen

ONEIDA RAILWAY CO.
ONEIDA R'Y CO.
SOUTH UTICA
TO
VERNON.

Left- Take a ticket. Let's go!


22
23
1
15
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2
CT
14
12
3
21
16
20
DANGER
LIVE THIRD RAIL
TRESPASSING FORBIDDEN
11
10
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18
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7
6

CHAP. 7

The Stops

Facing page- It was mentioned earlier that this (cover) picture was special in that it contained all of the elements vital to – and being a part of – the conversion of the West Shore Railroad into an electric interurban thoroughfare. So, before we begin our inspection tour of the Oneida Railway Company's 41 Stops, I wish to point out to you these noteworthy elements; all of which we'll see along our trip from South Utica to Eastwood. The elements are numbered, and each relates to its corresponding number; beginning with: 1- Block station. We'll see 12 of these along the way; 13 had been built. 2- This one is CT at (North) Chittenango. It was one of the smallest block stations being 12'X22'4" in size with 6 side windows, and housed a 32-lever machine. The leverman sitting on the window sill must remain un-named. But, he'll be watching us when we pass this point. 3- The WSRR's freight house, only a corner of the building showing. Inside was ORCo building #343, its express room that was served by express cars #404-406-408. 4- Piping that connects the block station's levers with switchwork and signals. 5- Third rail with wooden covers. 6- Angled steel tie extensions. These were used in applications where a "long" wood tie was not available upon which to mount a third rail bracket. 7- Trailing point cross over switch from this westbound track to the eastbound track. The switch points were thrown over by utilizing a lever(s) in the block station. 8- Duct work and conduit for return of unused electrical power. The third rail from which the cars received the power for motion was the positive contact, while the rails were the negative ground. Unspent energy (electricity) was transferred from the car's wheels into the rails for return to the system. But, because this was such a very efficient system, negligible energy went into the rail. Thus stepping on it was not a cause for alarm. 9- Westbound track. Originally #2 Middle, later #5. 10- Chittenango Highway crossing, with double-end transition rail and DANGER sign. 11- Siding to freight house. All WSRR freight houses were served by dedicated sidings. Across the track, another siding leads to the milk station. 12- WSRR 1901-built depot; used by ORCo. 13- Transmission line tower with triple conductors and insulators. This one is #315 of 392. 14- ORCo standard 500-series interurban car. This one is #516 and is running eastward with a Utica Local. 15- Lower quadrant semaphore; actuated by CT's levers. 16- Milk station. 17- Conduit and jumper to bring power to third rail. 18- Tie mounted bracket and tapered end of transition rail. 19- Eastbound track. Originally #1 Middle, later #6. 20- Cattle guard. 21- Water closet (privy). 22- Telegraph, telephone, and code pole with 7 cross arms. These designate this being the south side of the track; transmission line towers the north side. 23- Sky. Collection of Randy Wilsey.

Stop 1- French's Highway, at milepost 233. This Stop took on a greater importance for passengers after it replaced the West Shore's New York Mills depot (at milepost 233.3) when that depot was allowed to be closed by the Public Service Commission on October 22, 1907. This resulted from the NYC's discontinuance of steam passenger service on the WSRR between Utica and Syracuse. Yet, there are no building numbers listed for this Stop's shelter or platform. The building that was built here for the accommodation of passengers may have been owned by the NYC, and listed as West Shore building #2815. It was a small tin structure that was named – in addition to Stop 1 – as "New Hartford" because it was situated within the Town of New Hartford. The building was placed within the northwest quadrant formed by the railroad's crossing of French's Highway, formerly Champlin Road. (See map on page 111.)

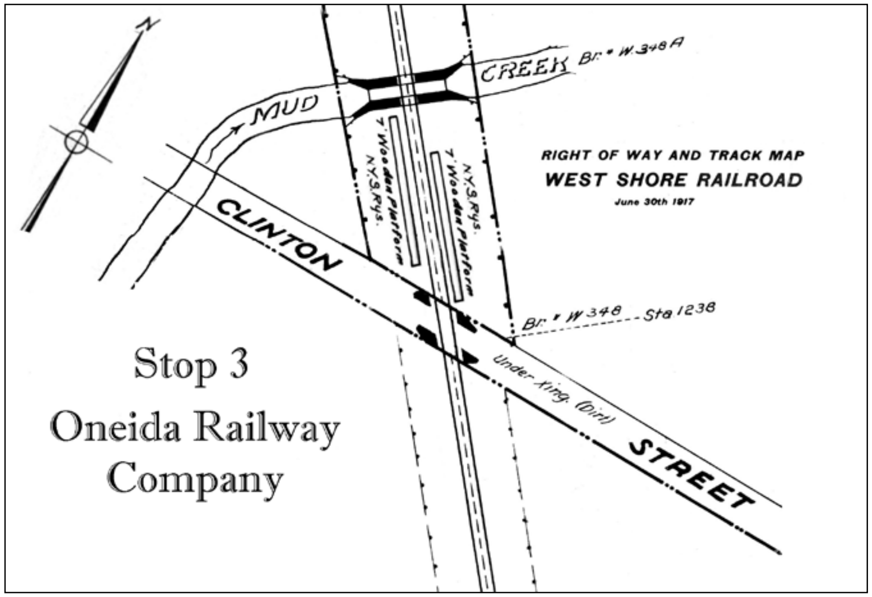
Stop 2- Sherman's Highway, just east of milepost 234. Flag Stop. The shelters were numbered 222-223; platforms numbered 273-274. Bridge W347 allowed the highway to pass under the railroad and Stop. (See picture on page 107.)

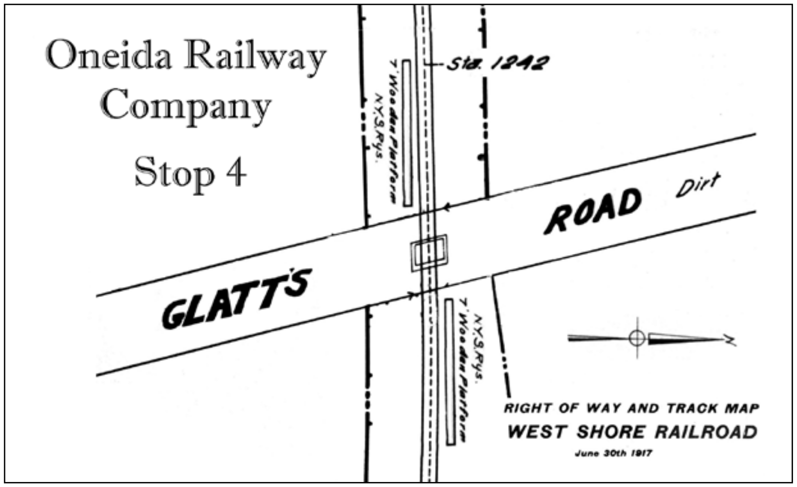
Stop 3- Clinton Road, west of milepost 234. Flag Stop. This was the Stop for Riseley's Mineral Springs. Shelters #224-225, platforms #275-276. (See map and picture, next page.)

Stop 4- Glatt's Highway, west of milepost 235. Flag Stop. Shelters #226-227, platforms #277-278. (See map, next page.)

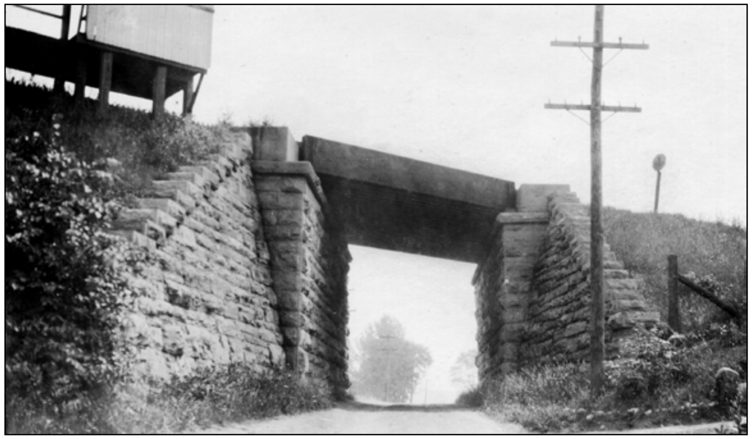
Stop 5- Woods Highway, east of milepost 237. Flag Stop. Shelters #228-229, platforms #279-280. (See map, next page.)

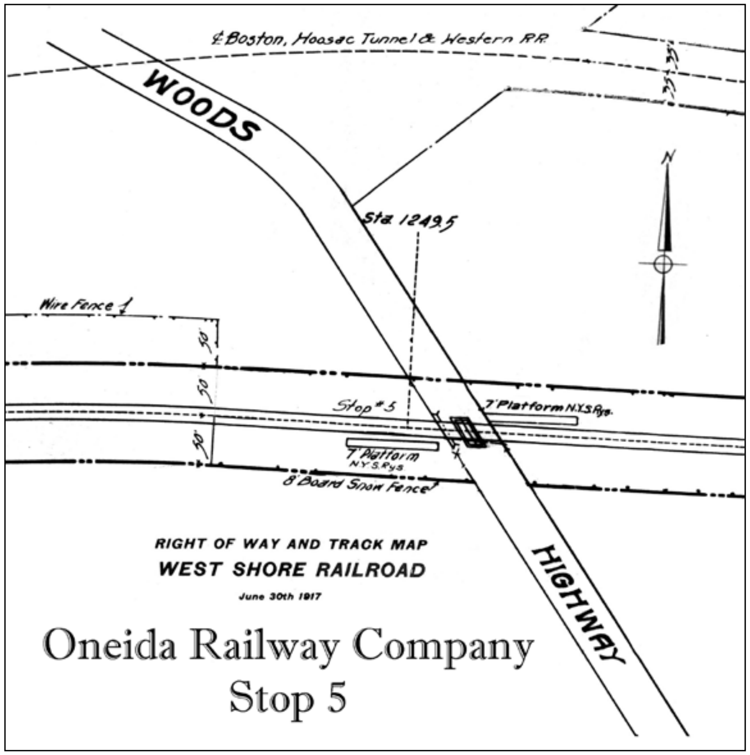
Stop 6- Clark Mills, milepost 238.12. The West Shore depot was used for eastbound cars; shelter #268 for westbound cars. Platforms #281-282. The depot was located on the south side of the track, and was a scheduled stop for "Local" cars. A West Shore freight station was not too far east of the passenger depot, and positioned on the north side of the tracks. Block sta-

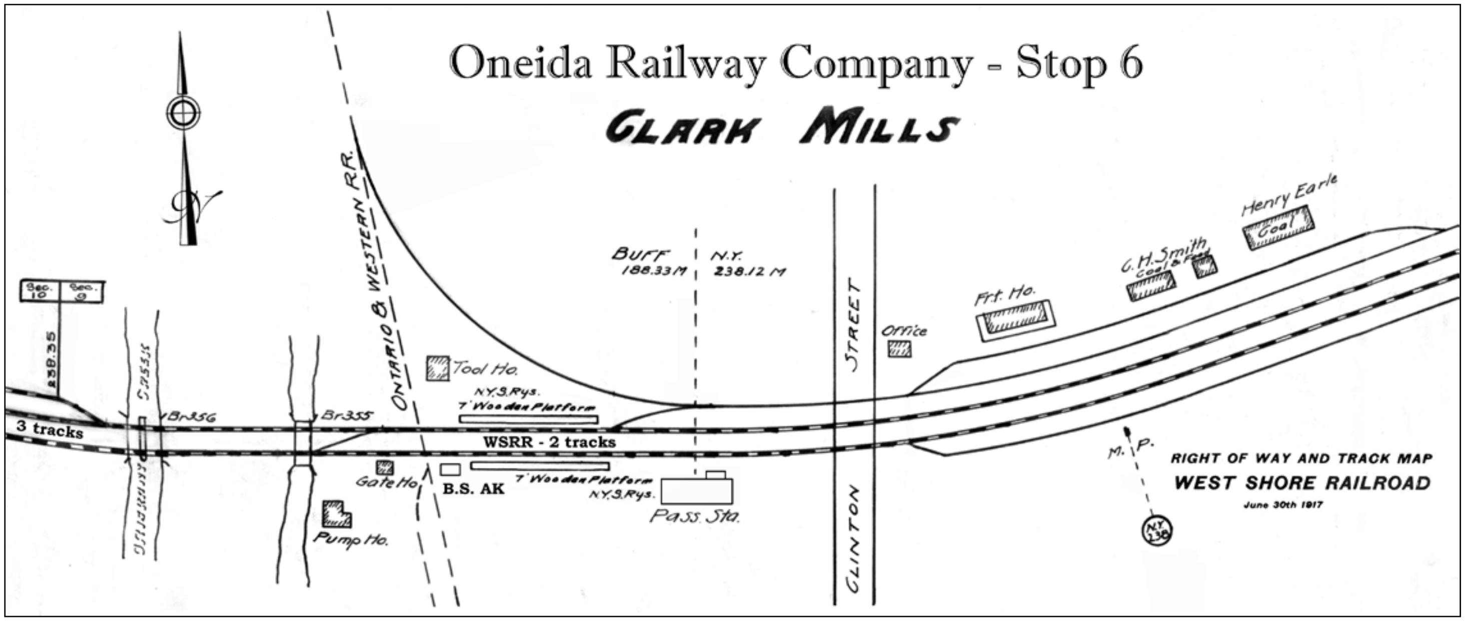


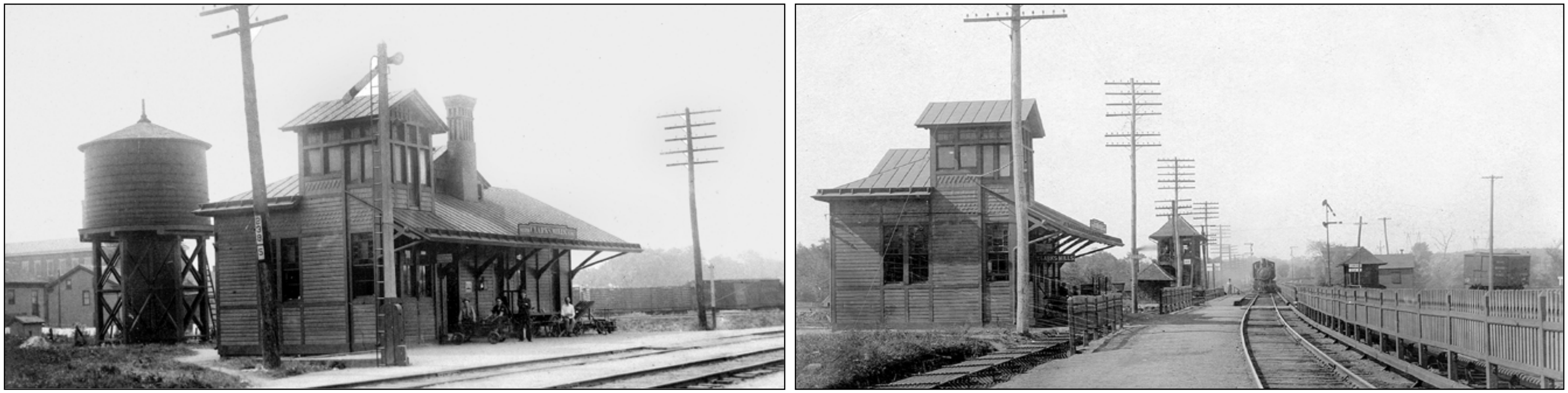


At Stop 3, the Third Rail Line crossed over Clinton Street via bridge #348, shown below. Both platforms/shelters were on the west side of the bridge, and are partially shown in the picture looking north at the bridge. At Stop 4, the platforms/shelters were on opposite sides of the grade crossing and positioned so that a motorman had better be sure to leave room for a "running-start" to get across the road. A similar condition existed at Stop 5 (right), where also shown is the relationship of the abandoned BHT&WRR to the WSRR at this point. All- NARA collection.

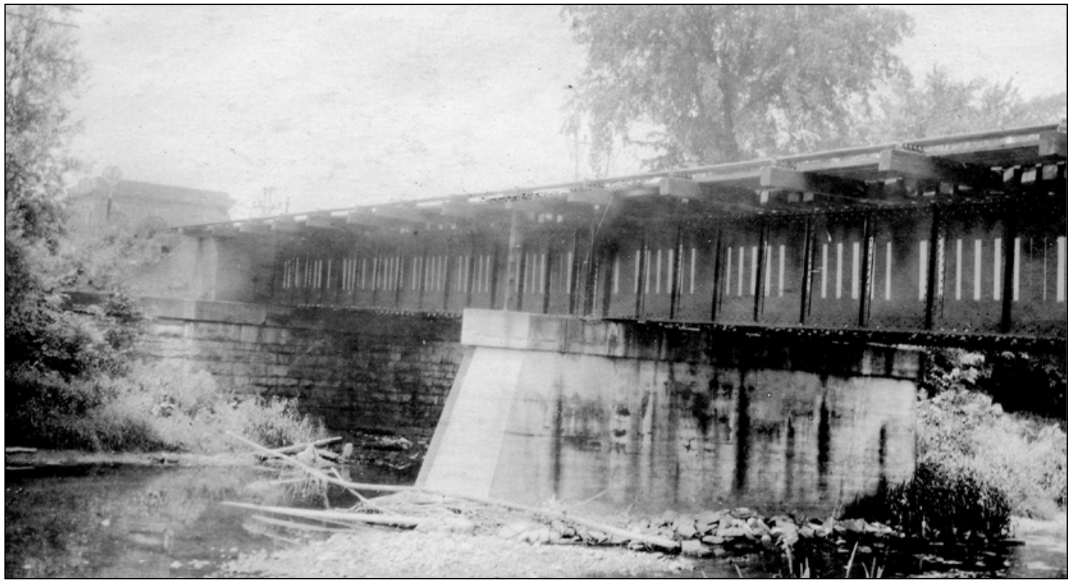








At Clark Mills, the station built by the NYWS&BRy was utilized by the ORCo; this being the first of nine stations used by the electric railroad. It was a standard design structure, whose size was 21’X52’ at the 10’X10’ telegraph operator’s dormer end; 17-feet at the west end. The depot sat on the south side of the track with a 50,000 gallon water tank (left, above) that served both the WSRR and O&W steam engines. An O&W train lies beyond the depot and a portion of the Hind & Harrison Company plush mill is visible to the left of the tank. At right, a WSRR steam train has stopped west of B.S. AK and the O&W crossing where it appears the arrival of an interurban car is not imminent. Shelter #268 is at right, along with a boxcar on the two railroad’s interchange track. Map- B.S. CR had been positioned on the north side of the track and just west of bridge W356. NARA, A. Bruce Tracy, and Melvin Edwards collections.



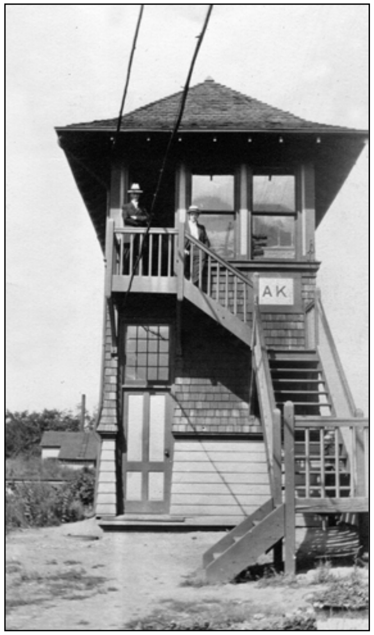
tion AK, at milepost 238.2, was just to the west at the crossing of Ontario & Western's Rome Branch. It was located within the southeast quadrant formed by the O&W's crossing of the multi-tracked West Shore. Because the O&W's predecessor – the Rome & Clinton Railroad – had been built prior to the West Shore, the O&W had rights to use the crossing first should trains from the three railroads (O&W, WS, OR) arrive simultaneously. Sub-station #1, building #214, was situated between B.S. AK and Stop 7. Also situated at Clark Mills was a steam locomotive water station; water being pumped from an Oriskany Creek fed mill race to a 50,000 gallon capacity wooden tank. This tank fed four Smith-Vaile standpipes, 3 along the West Shore – one for each track, and one along the O&W track. This water station may have been the only "Union" facility in the region. (See map and pictures, previous page.)

#1 Sub-station- Although this was not a Stop, there were several scheduled cars upon which employees could ride to this facility. In 1917, westbound train numbers were 105, 117, and 143; eastbound 102, 132, and 140.

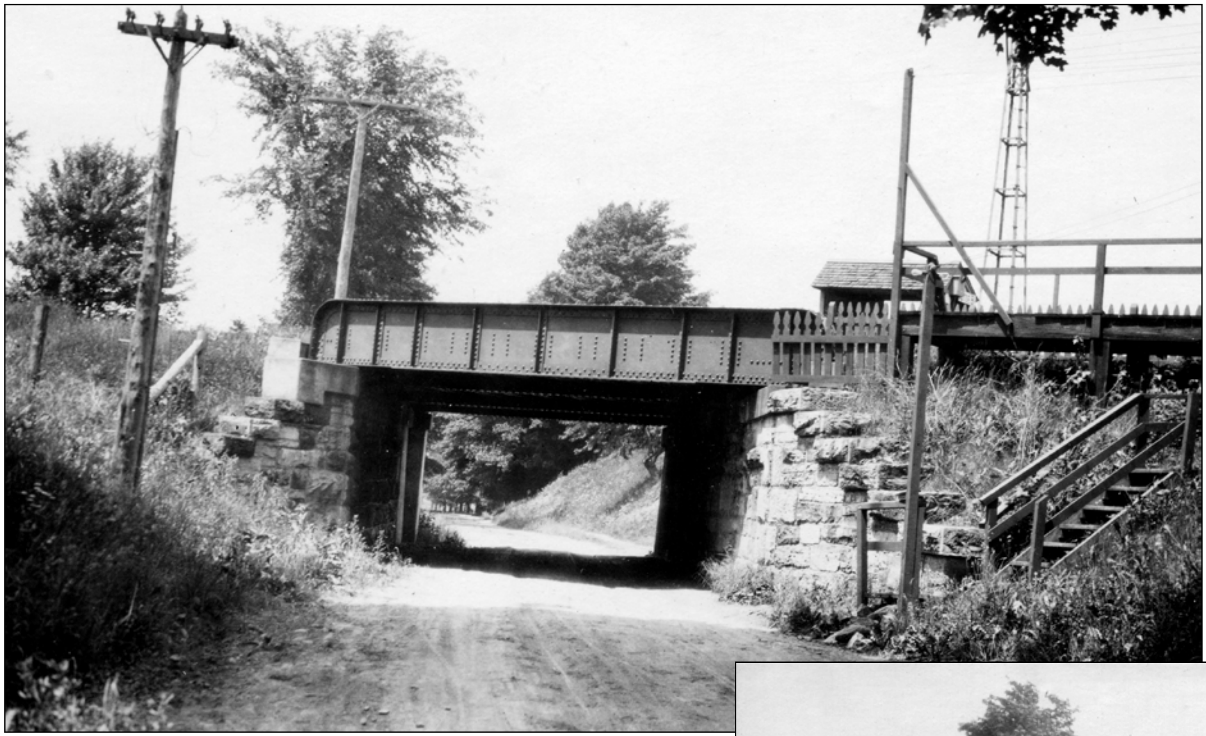
Stop 7- Comstock Highway, east of milepost 239. Flag Stop. Shelters #230-231, platforms #283-284. This Stop was at grade with the railroad as shown in the picture on page 114.

Stop 8- Westmoreland Highway, equidistant between mileposts 239 and 240. Flag Stop. Shelters #232-233, platforms #285-286. Bridge W360 allowed the highway to cross under the railroad and Stop. (See picture, page opposite.)

Stop 9- Cheese Factory Road, just west of milepost 240. Flag Stop. Shelters #234-235, platforms #287-288. The roadway went under West Shore bridge W361 and between transmission towers #23 and 24. (See picture, page opposite.)

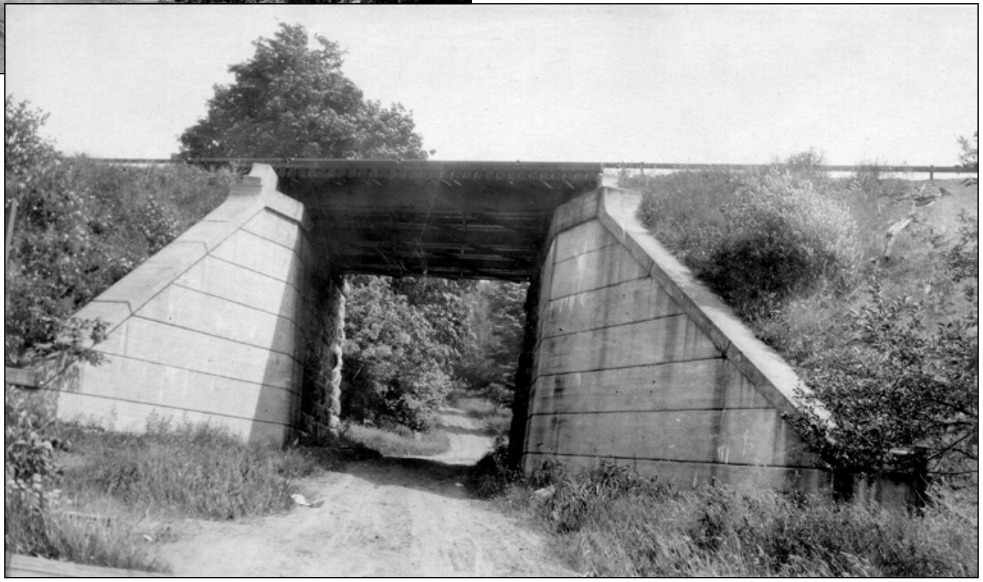


Above- Deck bridge W356's two spans crossed the Oriskany Creek. Just beyond its far side was where 3-track territory began; also the location of the #1 sub-station, whose superstructure is faintly visible at center left. NARA collection. Right- B.S. AK sat with its back to the O&W's Rome Branch (track seen at lower left), while its front faced the WSRR depot. This portrait displays the building's multi-landing staircase that adorned its face. All of these buildings, as well as the Stop shelters and platforms placed upon embankments were far from being handicap accessible facilities. The names of the gents are unknown. Lee Buck collection.



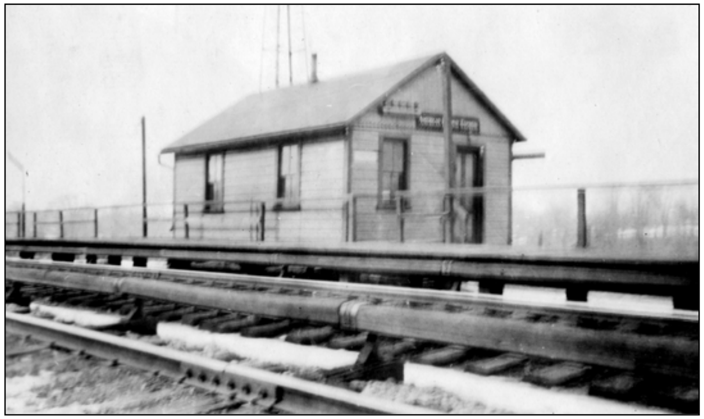
Left- In one of the Interstate Commerce Commission's nicest valuation pictures, the photographer has captured a more complete "environmental" image of Westmoreland Highway's Stop 8. The camera is looking north at bridge W360's south (stone) face with the ORCo's eastbound platform and westbound shelter shown perched above. The transmission tower is #14; and you'll be seeing more of that standard picket fencing along the way, too. In reminding you of which bridge sides were which – stone on the south side, concrete on the north, as below.

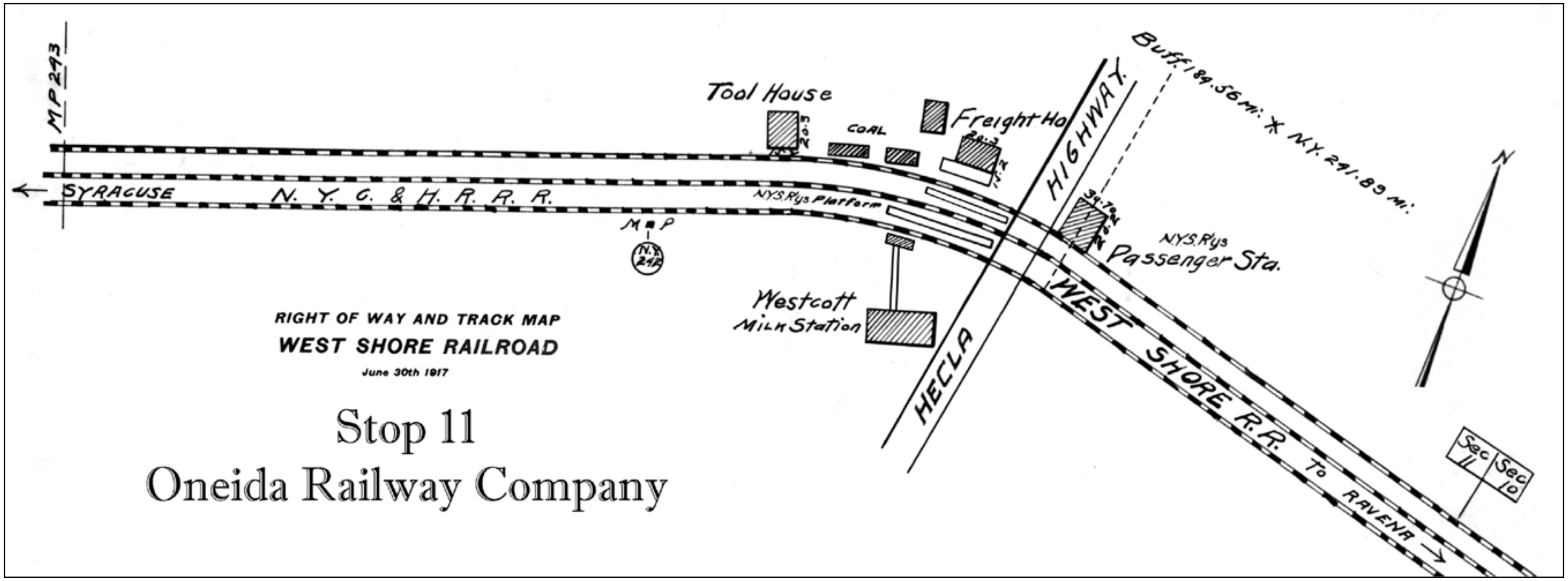
Unimproved roadways, such as the Westmoreland Highway (above) and Cheese Factory Road (right), were the norm when the I.C.C. men photographed the West Shore's bridges in 1919. In this southward view, the 18-foot span of bridge W361 appears to allow little room for the passage of vehicles underneath, which may be exasperated by the height of its concrete abutments. Atop the bridge the third rail is evident, but Stop 9's shelters and platforms, are just out of the scene at left. Both- NARA collection.



Stop 10- Teal's Highway, just east of milepost 241. Flag Stop. Shelters #236-237, platforms #289-290. The name for this Stop is derived from Mary Teal, whose farmland surrounded – and became part of – the railroad. (See map on page 22.)

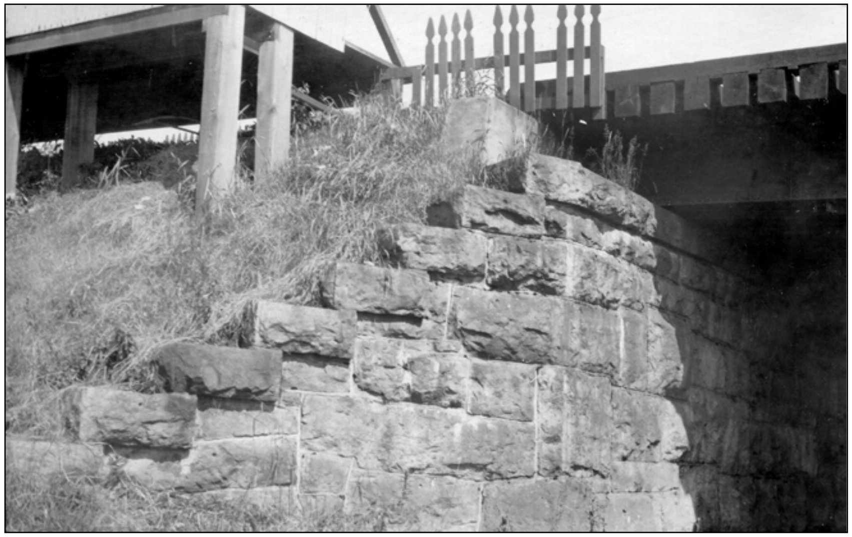
Stop 11- Hecla Road, just east of milepost 241.89 was a scheduled stop for "Local" cars. The West Shore's Hecla depot was used for passengers traveling in both directions. The platforms were #291-292. This small wood-frame station was located on the north side of the track; across from it was a milk station. Prior to the West Shore conversion, an ice harvesting facility had been established here by the New York Central during 1889. (See text and pictures on pages 57-59.)

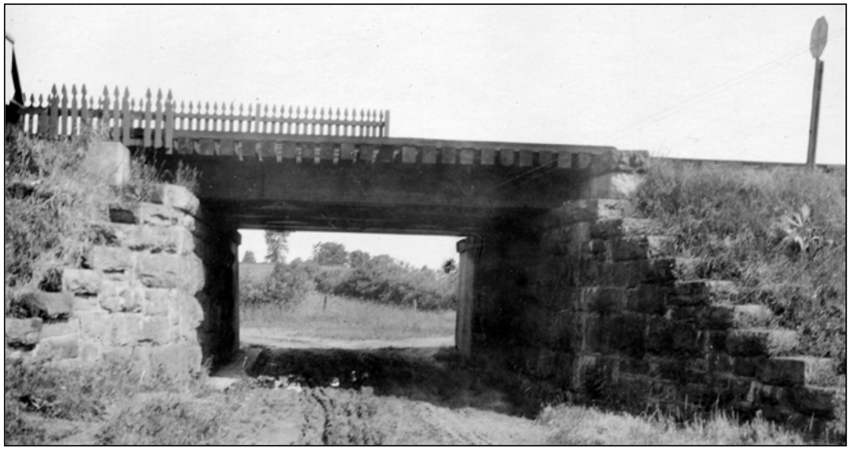


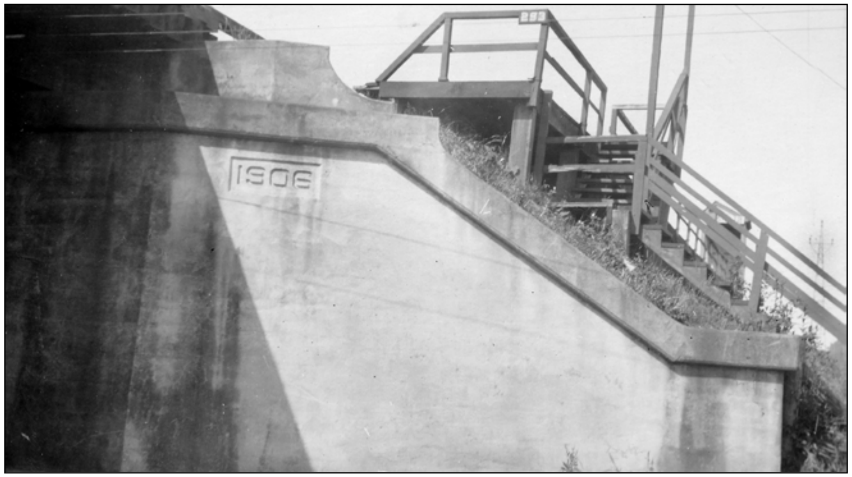


Although the Hecla depot (above, right) was a WSRR structure, and even titled a "Passenger Sta." on the map, it was not original to the railroad. Its plainness was its charm, and it displayed a utilitarian purpose for serving this rural community. This is not one of the I.C.C.'s better images, yet it is the only view of this depot we may see. In its picture, the third rail occupies the foreground, while a somewhat "high-level" platform, #291, is snuggled up to the depot. It is interesting to note that the photograph and map are at odds with the building's placement. It appears that at some point it was moved across the road and turned ninety degrees, possibly on the site of the freight house that was removed by some occurrence or for some purpose. Both- NARA collection.

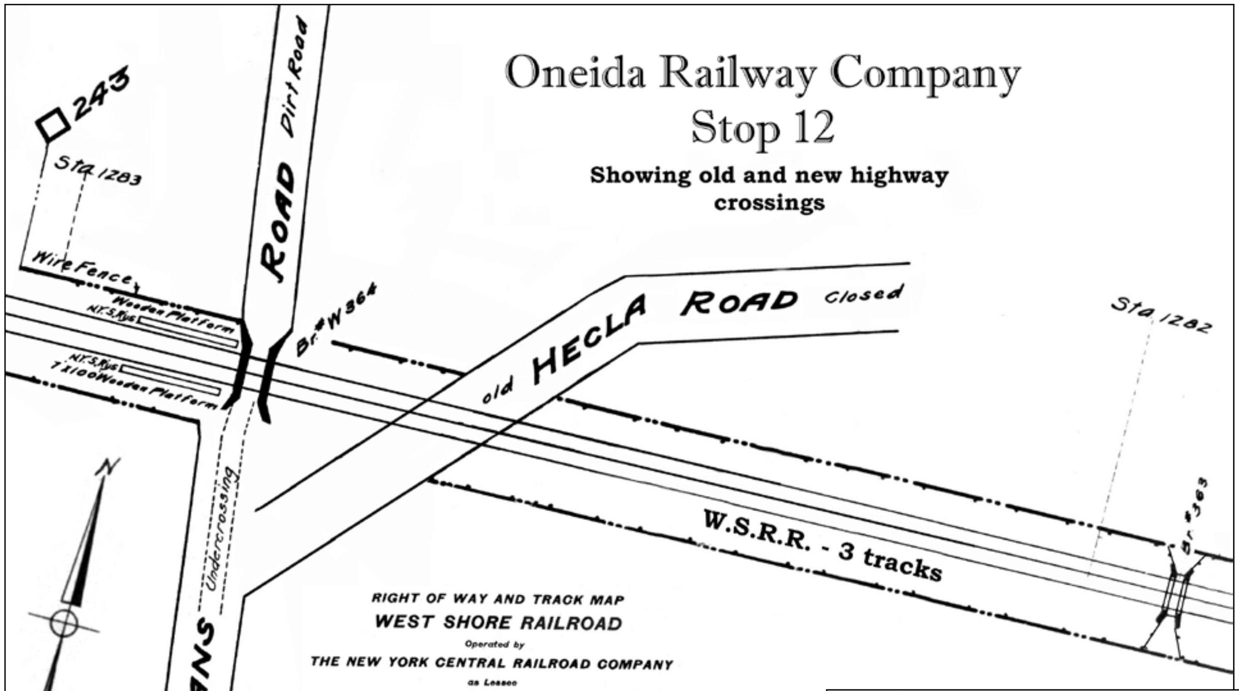
Stop 12- Dean's Highway, immediately east of milepost 243. Flag Stop. Shelters #238-239, platforms #293-294. Bridge W364 allowed the highway to pass under the railroad and Stop. Block station VG, on the south side of the right-of-way at milepost 243.4, was between Dean's Highway and Stop 13. For some now unknown reason, B.S. VG became the dividing point for the track designations on Vernon Grade. From the block station east to Clark Mills and west to Vernon, the tracks were originally designated (from the south) #1 Middle, #2 Middle, and #2 North for the entire distance. By 1917, these designations remained only for VG to AK. From VG to VO the new track designations were, south to north, #1 South, #1 Middle, #2 North. But wait, we're not finished. By 1924, the Vernon Grade trackage was given new designations, but still split at B.S. VG. From the south to north track, they were #6, 5, and 7 from VG to AK, and #8, 6, and 5 from VG to VO. Hold on, we're still not finished. In 1926, all Vernon Grade trackage (AK to VO) was united with the same designation. From south to north track the final designations were #6, 8, and 5. Now we're finished!





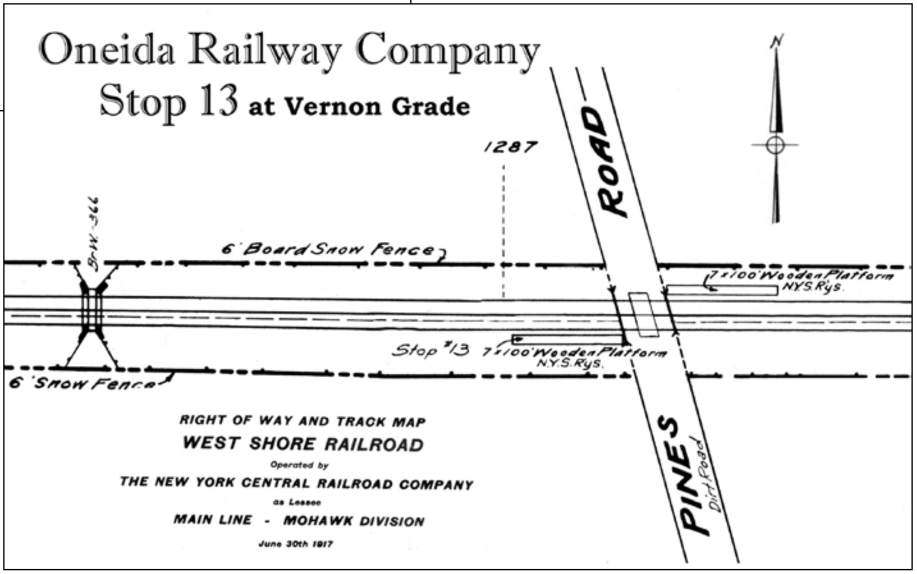


These three NARA collection pictures are all of Stop 12's bridge W364. Top- The bridge looking north with standard fencing and bridge sign showing, north side (above) showing platform sign #293 and 1906 date for the concrete work, and (left) the south side showing fencing and a portion of platform #294. We must, of course, be disappointed for only partial glimpses of Stop shelters and platforms in these pictures but, they were taken for photographic representation of the bridge(s). The ORCo was not a "valued" property. As such, there isn't any I.C.C. photographic record of its structures. (See map, page 172.)



Left- Stop 12's map and photographs on page 157 are all in agreement; the Stop facilities were on the west side of bridge W364. Before the underpass was put in to allow Deans Road to proceed north to Cooper Street, Hecla Road had crossed the railroad at grade. You will note that there is some disparity as to roadway names as shown on the maps when compared to the ORCo's Stop names; Highway, Road, and Street all seemed to be used indiscriminately by the cartographer. Nevertheless, we are fortunate to have the maps, especially where no photographic record exists.

Right- At Stop 13, the shelters and platforms were again placed so that a motorman had to stop his car short of the roadway, and then get started so as to coast across the break. Fortunately, many of the rural roadways were narrow so that the 49-foot length of the car would span the break so that either the front or rear pickup shoe would be in contact with a section of third rail. The WSRR's former Vernon Grade depot had been located where Stop 13's westbound platform is shown in this map. Both- NARA collection.

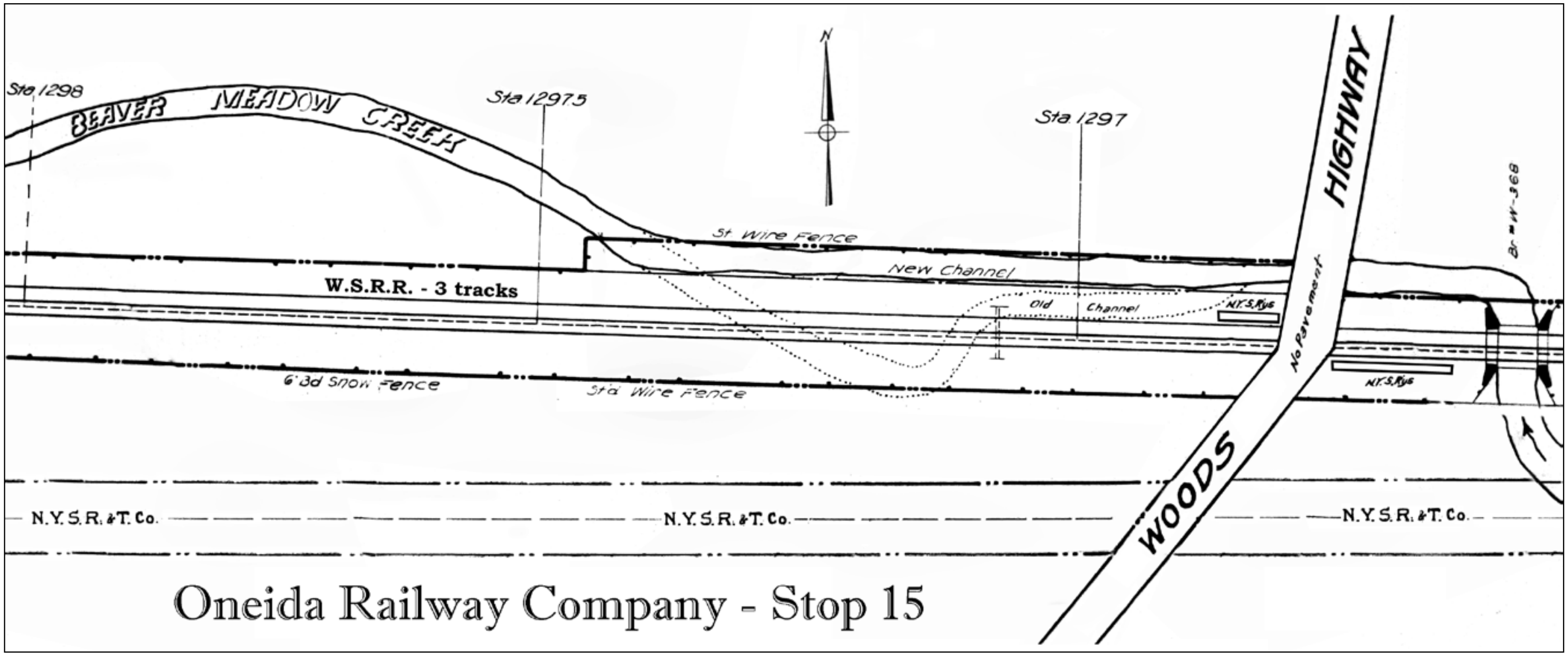


Stop 13- Pines Highway, milepost 243.48, was a flag Stop, with shelters #240-241, and platforms #295-296. This had been the location of the West Shore's Vernon Grade depot (see picture on page 90), which was on the north side of the track east of the highway. Stop 13's westbound platform location was at the former depot site. (See map on facing page.)

Stop 14- Rome Turnpike, east of milepost 245, was a flag Stop, with shelters #242-243, and platforms #297-298. The Rome Turnpike was locally referred to as Bronson's Highway, and was a major thoroughfare for highway travel from the Seneca Turnpike to the City of Rome. (See pictures on pages 85, 89.)

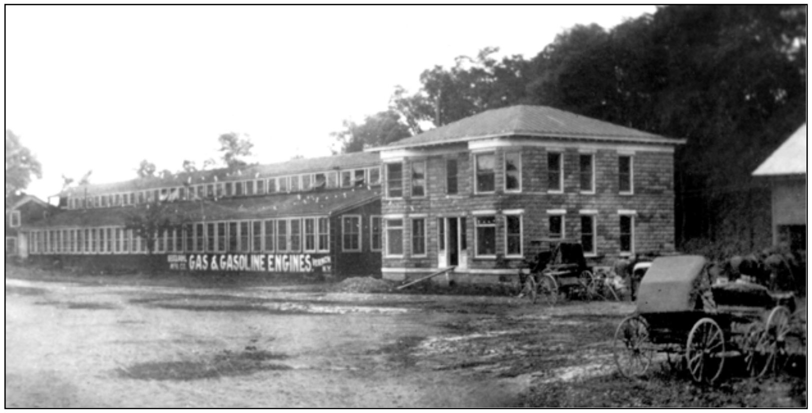
Stop 15- Wood's Highway, east of milepost 246, was discontinued as a Flag stop prior to issuance of the July 1, 1917 timetable.

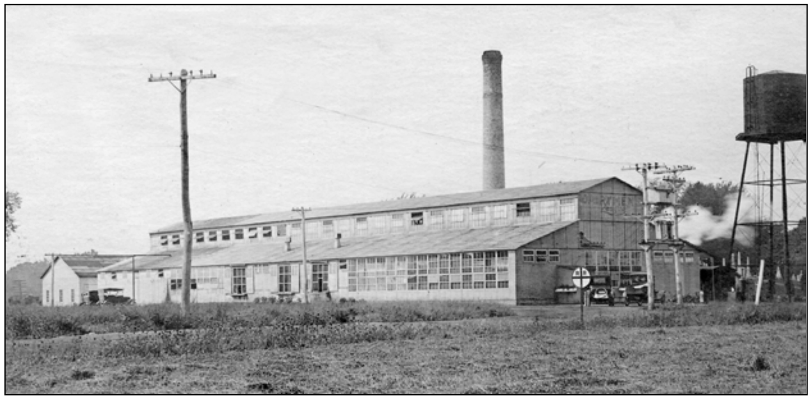
The map (below) of Stop 15 is of particular interest for several reasons. Besides the fact that its shelters and platforms were located "correctly" for east and westbound cars, it depicts a Stop that was discontinued early on during the life of the electrified Third Rail Line, possibly earlier than the 1917 timetable mentioned. Its location so close to Vernon's Stop 16 was more than likely the reason for its discontinuance. But, the map also shows two other noteworthy items: 1- That the WSRR had changed the course of Beaver Meadow Creek, yet still had four bridges across the creek – W368-371, all 49-foot plate girder bridges. 2- Still more interesting is the triple notation for "N.Y.S.R.&T. Co." I'm getting a little ahead of the story in telling you now that the Oneida Railway Company will become a component of the New York State Railways (see Chapter 8). Upon the formation of this electric railroading "umbrella" corporation, NYSRys also took possession of the ex-BHT&WRR property and – for tax purposes – formed New York State Railways & Trust Company. Thus, this mention of NYSR&TCo reflects the desired location that the Burt Road desired to be built upon, at least until the death of General Burt. NARA collection.

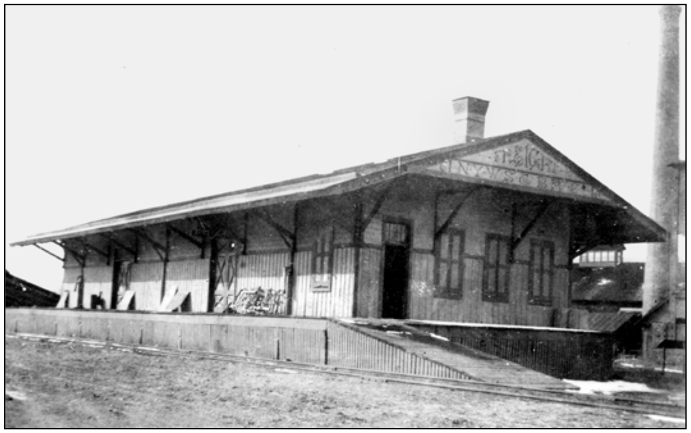


Oneida Railway Company - Stop 15

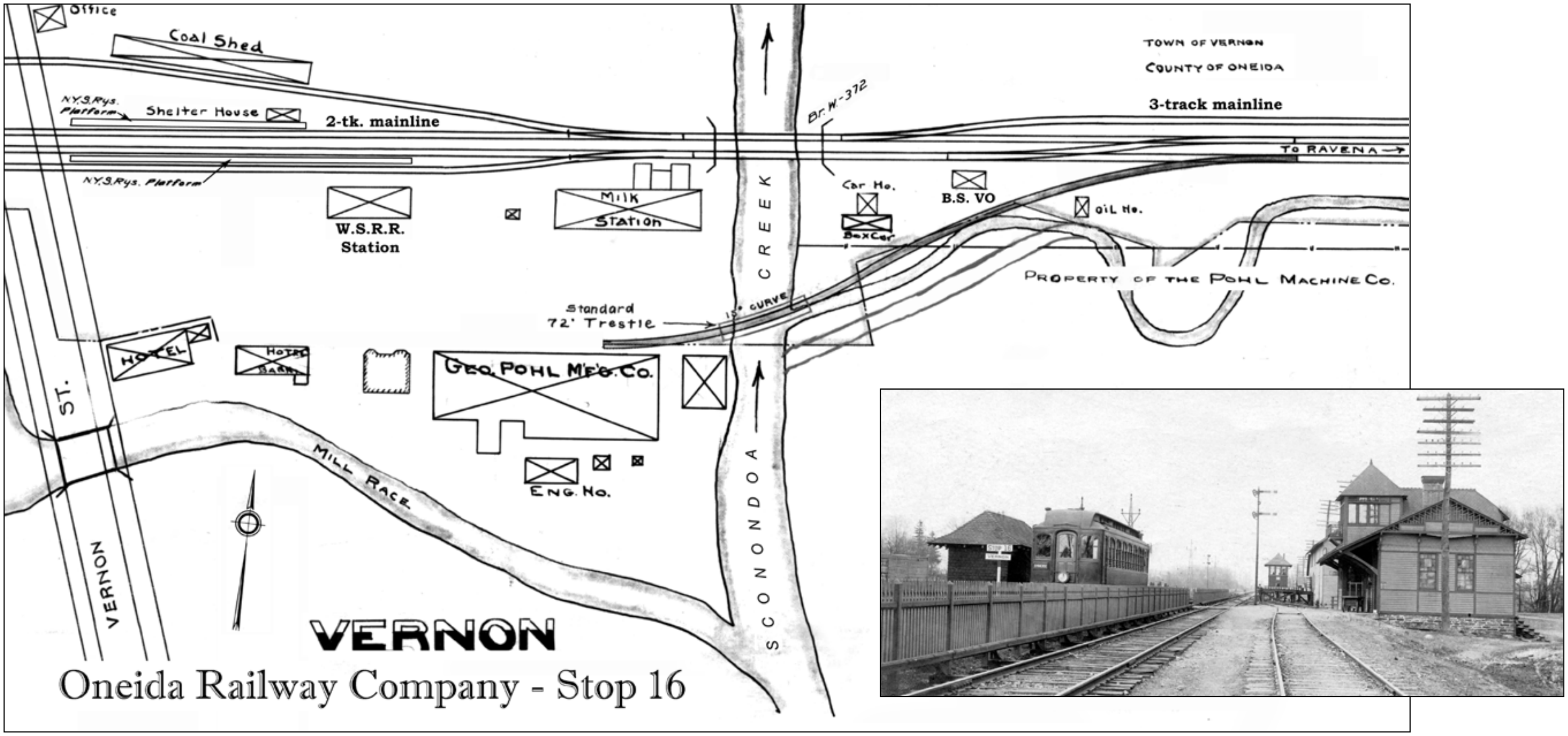
Stop 16- Vernon, just east of Verona Street at milepost 246.76. The West Shore depot (see pictures on pages 8, and 90) was used for eastbound cars, and shelter #269 was used for westbound cars; platforms were #299-300. Shelter #269 was a standard large shelter, in that it provided an indoor enclosed room, as well as an attached 3-sided – with roof – open-air "lean-to" for passenger protection from the elements. (See picture on page 89.) Its size of 8-feet wide, 30-feet long (both sides with flared skirts), and 14-foot height made this possible. The depot – sized 31-feet wide by 64-feet long – was located on the south side of track, and was a regular stop for "Local" cars, as well as an express stop. Block station VO, at milepost 246.7, was on the same side of the track east of the depot and immediately east of bridge W371 that carried the railroad across Sconondoa Creek. **(See page 156.)** The 3-track section from Clark Mills ended directly in front of the block station. Between the block station and NYWS&BRy-built depot was a co-operative milk station that became a Borden's facility; a Dairymen's League plant **(right, middle)** was situated west of Verona Street. Also to be found at the West Shore's extended Vernon station grounds were the George D. Pohl Manufacturing Company **(top right, was an early gas engine manufactory)**, the N. A. Tyler Lumber Company, the Curtis Canning Company, a coal shed, saw mill, section house, and a standard West Shore freight house **(at lower right, showing its ornately carved bargeboard)**. All of these businesses, which occupied land on both sides of Verona Street, had sidings so that they could be served directly by NYC steam trains that continued to utilize the West Shore trackage during the life of the Third Rail Line. The ORCo's Vernon express office was most likely located within the station as the freight house siding was not electrified. In consideration of all of the railroad buildings and private businesses to be found within Vernon's station grounds, this location should be considered the epitome of a country railroad facility; the most complete such location between Utica and Syracuse.

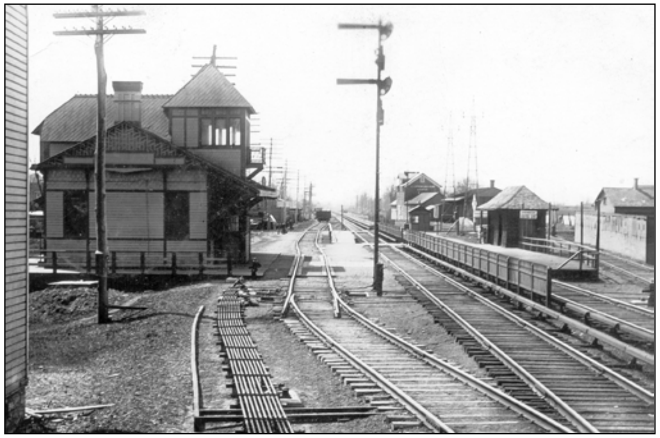




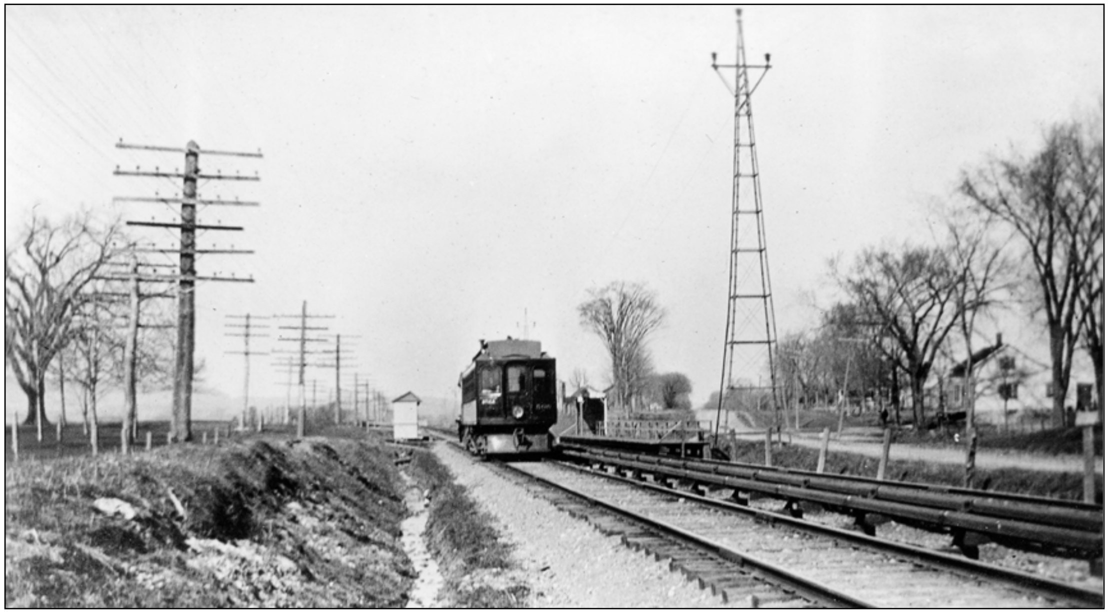


(Collections of Dana Pohl, A Bruce Tracy, and NARA.)





The Vernon station grounds (map) possessed all of the necessities for producing revenue for the railroad as well as serving the public's needs. The Pohl Machine Company, mentioned on the previous page was situated directly south of the milk station and depot, while the Dairymen's League milk station and freight house were situated west of Vernon (Verona) Street, just off the map to the west. The passenger station was a NYWS&BRy original, built to standard design, but with larger dimensions when compared to its family member at Clark Mills. Above- An unidentified 500 is running as a Syracuse Local and is making its call at Stop 16's shelter #269; the depot served eastward passengers. In the distance, B.S. VO overlooks this activity from afar, but the leverman inside has done his job of directing the car from 3-track, onto 2-track, territory. This view looks eastward, while the scene at left looks westward with a glimpse of the freight house and Tyler Lumber Company beyond Vernon Street's grade crossing. Other interesting details shown are the switch derail on the siding – that is not electrified, and the piping that connects the switch and semaphore to B.S. VO. All-in-all, Vernon was a great place to watch activity on the railroad. It must have been thrilling to see a "Limited" sail through here at the posted speed limit of 50mph! U&MV and A. Bruce Tracy collections.



Above- While it is hardly noticeable in this picture as printed, upon extreme enlargement, car #500 has indeed stopped at Maxwell's Highway as there is a crewman standing on the track directly behind his car. For a Utica Local to have been flagged to a stop here dates the scene to before 1913. This photograph has been printed often, even in official General Electric brochures, and its location is always given as "somewhere between Sherrill and Vernon." Well, Stop 17 is the location, and the transmission tower that the car is abreast of is #114. Collection of Onondaga Historical Association.

Stop 17- Maxwell's Highway, east of milepost 248, was discontinued as a flag Stop prior to issuance of the January 2, 1913 timetable. Its shelter and platform numbers are unknown.

#2 Sub-station- Although this was not a Stop, there were several scheduled cars upon which employees could ride to this facility. In 1917, westbound train numbers were 105, and 143; eastbound 102, 110, and 140.

Stop 18- Morrison's Crossing, just east of milepost 249 was named for landowner John Morrison. It was a flag Stop, with shelters #244-245, and platforms #301-302. Substation #2, building #215, was situated just to east, and within sight. This crossing was where the ancestral Route 5 crossed the railroad at grade, and because it was an angled crossing there were numerous altercations between interurban and highway vehicles. (See pictures on pages 148-149.)

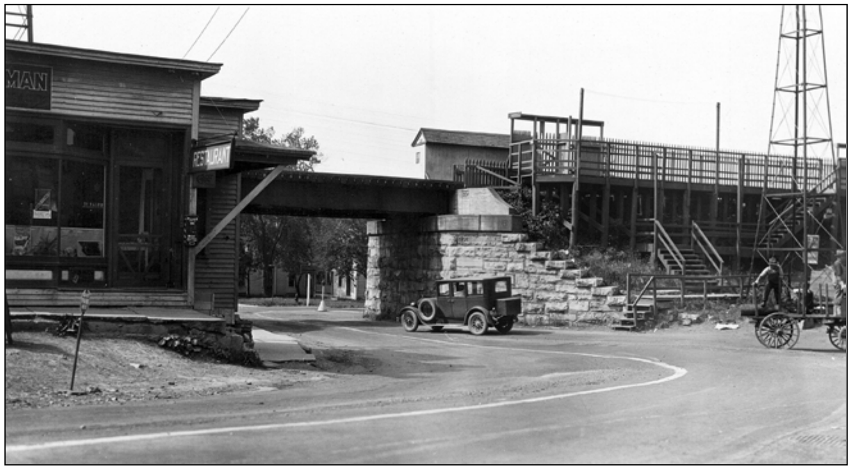
Stop 19- Sherrill, milepost 249.8, was a regular stop for "Local" cars. Shelters were #336-246, platforms #303-304. This was the Stop for the large Oneida Community Limited manufacturing plant and where connection to the Sherrill-Kenwood Trolley's "Peanut," which met all Local cars, was made. There were three shelters on the SKT: One at Hamilton Avenue (#270), Chapel Street between the Ontario & Western's depot and the Oneida Community's Mansion House (#271), and #272 at the Kenwood end of the line near the silk mill, later knife plant. Passengers, however, would be picked up and dropped off anywhere along the line. Also at Sherrill were an express building and platform (#220, built in 1914), and the S-K Trolley's carbarn (#213) and outhouse (#344). At Stop 19 the Third Rail Line used bridge W379 to cross over what had been an ancestral routing for the Seneca Turnpike as previously described. (See pictures on pages 115, 141, 150-151, 161.)

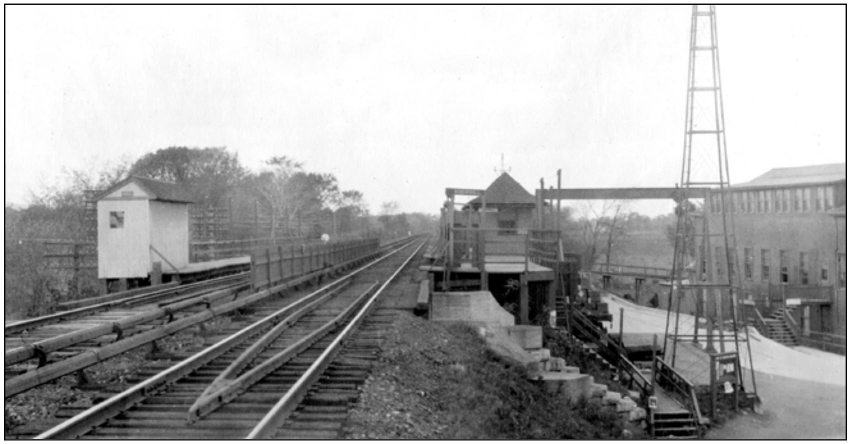
At Sherrill, one of the enduring questions regarding the Utica to Syracuse section of the West Shore Railroad remains unanswered: Why didn't the NYWS&BRy build a depot to serve this community and the large manufactory here?

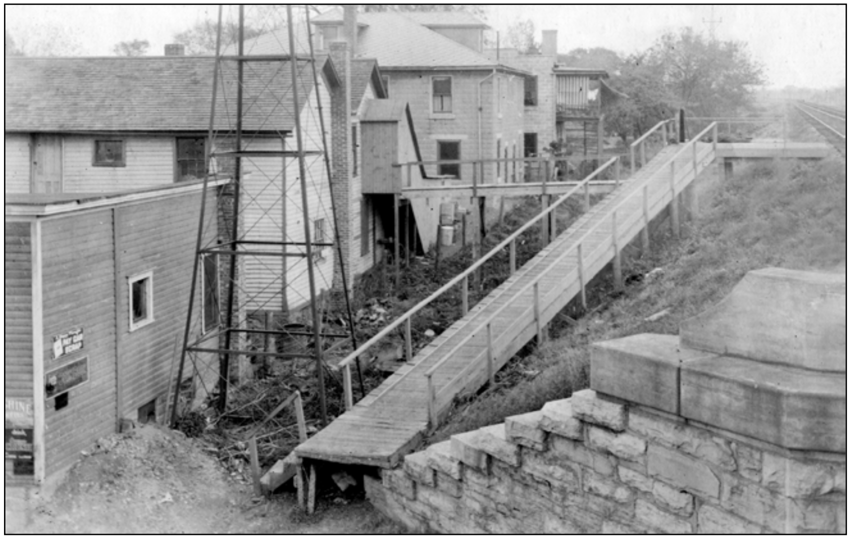
The Oneida Community manufacturing plants (there are two main buildings) were certainly under production at the time of the railroad's construction. Even though they were not at their manufacturing peak, the company was still one of the few noteworthy revenue producers along this corridor. The Hind & Harrison plant at Clark Mills was another.

It seems that the railroad would have definitely wanted to take advantage of delivering raw materials and shipping out finished products. And, it was just as likely that the company would have wanted these services, too. After all, they did provide the property upon which the railroad's right-of-way was built. They did similarly for the O&W's predecessor, the New York & Oswego Midland Railroad, who built a depot at Kenwood near the Community's silk mill, later knife plant. But, the mill was a much smaller building – and revenue producer – than the main plant that sat immediately to the north of the West Shore's track.

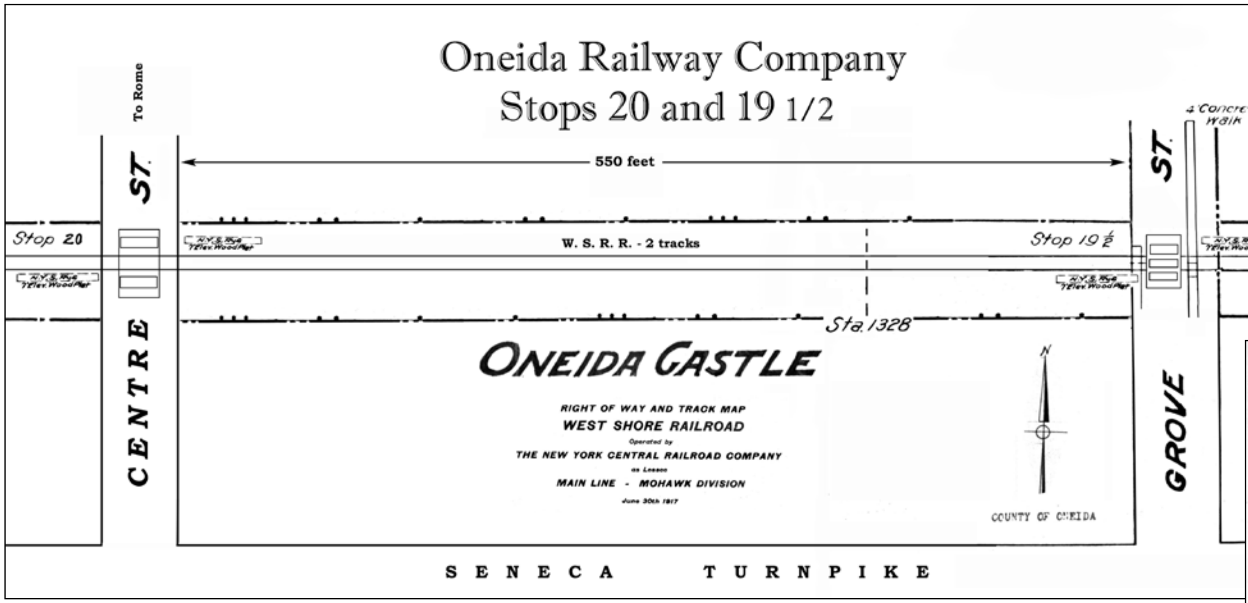
Regardless of the presence of the O&W's depot, and a desire by that railroad to build a siding directly to the main plant, the company traditionally preferred to receive their raw materials and ship finished products via the NYC&HRRR at Oneida. This was accomplished by men, horses, and wagons. Why this came to pass is part of the mystery surrounding Sherrill, and why a depot was not built. Nevertheless, Sherrill did not have freight or passenger depots until the Third Rail Line came into being. Then it received both.







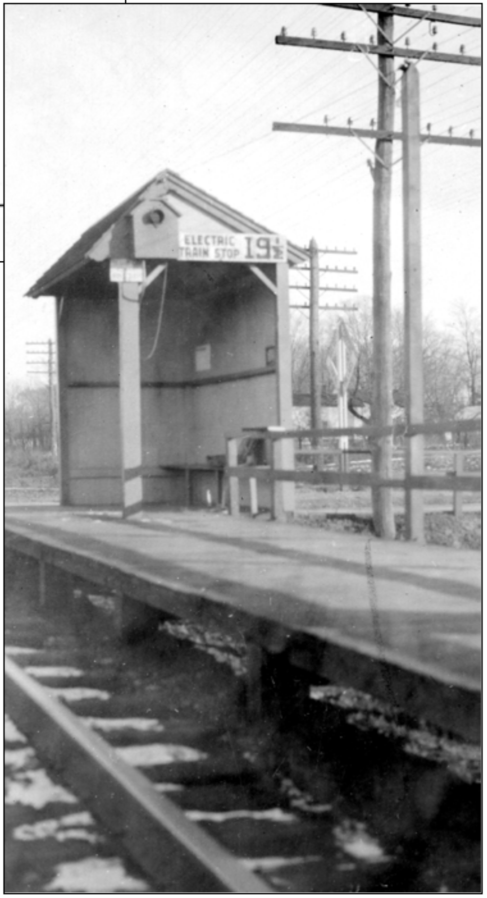
Top- Looking westward at Stop 19's shelters and platforms with the OCL main manufacturing plant at right, and (above) looking eastward showing the ORCo's express ramp that served the westbound track. The main express building was on the other side of the right-of-way. Both pictures were taken from the other (by Herbert E. Bean), and show portions of bridge W379. Left- Looking southwesterly at Stop 19, the Seneca Turnpike curves under bridge W379, and that restaurant at left served many OCL workers, we're sure. Collection of Paul Noyes.

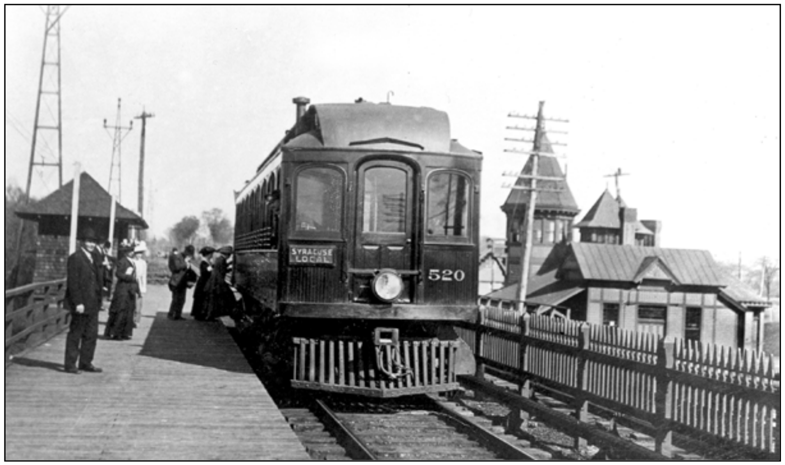


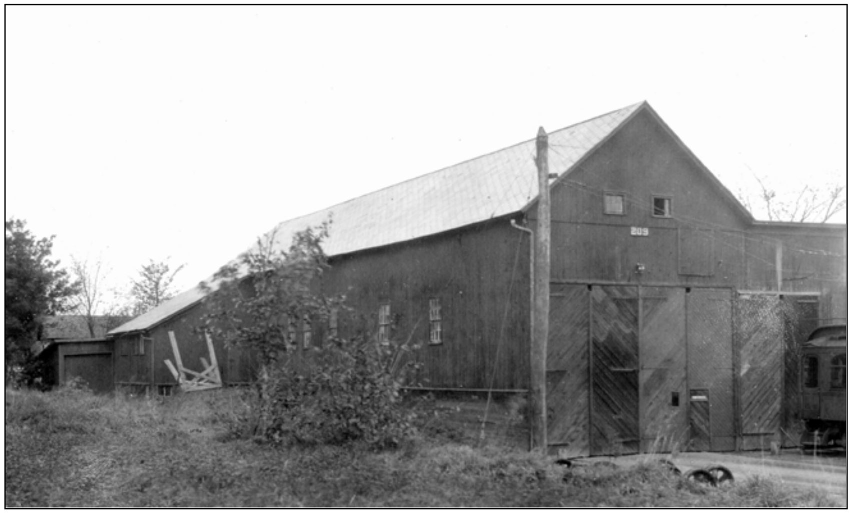
Stop 19½- Oneida Castle, **Grove Street**, west of milepost 251. Flag Stop. Shelters #247-248, platforms #305-306. Because of its less-than-whole number, it seems a certainty that this Stop, which was so close to Stop 20, was an afterthought. It remains a mystery as to why there was a need for this flag stop since it was only 700 feet east of Stop 20. Then, much like today, there were only two streets in Oneida Castle that crossed the Oneida Railway Company's electrified Third Rail Line at grade, and each had a Stop. Another street, Castle, crossed under the railroad's bridge W382 just west of Stop 20. Immediately to the west of this bridge was where the northward connecting track to the Ontario & Western yard in downtown Oneida had diverged from the West Shore mainline.

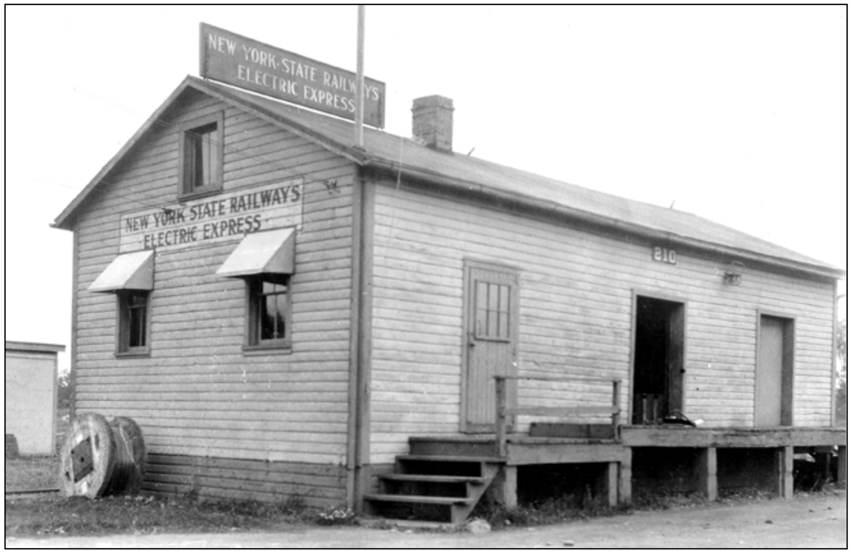
Stop 20- Oneida Castle, **Centre Street**, one block west of Grove Street. Flag Stop. Shelters #249-250, platforms #307-308. This was the logical location for a stop in Oneida Castle because it was where the main highway from the Seneca Turnpike led to Rome.

Because of its less than whole number, Stop 19½ was most assuredly an afterthought. What prompted its need and placement – only 700 feet from the more important Stop 20 – has been lost to the passage of time. But, the picture at right is visual proof that it did indeed exist. The Stop's "flag signal" is affixed directly to shelter #248's west face with Grove Street immediately behind the structure. The view looks east; Seneca Turnpike is to the right. Above- NARA collection.

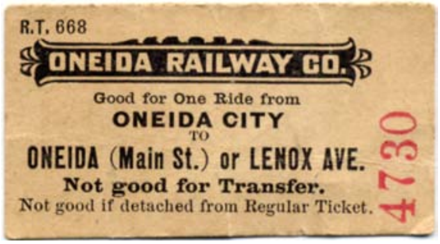








Stop 21- Oneida, Main Street, milepost 251.94, was where the West Shore-Ontario & Western "Castle" station was used by eastbound cars for this regular Stop for "Limited" and "Local" cars. (Above- Syracuse Local car #520 is stopped at Oneida-Main Street. In a moment it will use the north ramp to gain City trackage. See other pictures on pages 74, 114.) Shelter #337 and platform #309 were used for westbound cars. This was also the Stop for employees working at B.S. YO, milepost 252. Beginning on November 1, 1911, this was the eastern entrance/return for all "Local" cars running via Oneida City trackage. Carbarn #209 (upper right, with a 500 at the door), express building (#210 lower right, with NYSRys lettering, both with numbers affixed), salt-cement house (#211), and oil house (#212) were all situated here. The carbarn was nicknamed the "Garage." It was located at the foot of Main Street and was converted from the OR's horsebarn into a carbarn when the line was originally electrified. It was then rebuilt into a 3-track barn by the time the Third Rail began operation, with a superintendent's office located in an upstairs loft. (After it was destroyed by fire in 1922, a new 2-track Garage was built, as was a separate superintendent's office, building #209A. See chapter 8.) In 1894, the NYC built a freight house on the north side of the West Shore tracks just west of Oneida's Broad Street crossing. This building was 30 feet wide by 169 feet long. Between Stop 21 and the freight house, the Third Rail Line crossed over Main Street via bridge W384, and then quickly crossed Broad Street at grade. (Top left- A. Bruce Tracy collection.)


R.T. 668

ONEIDA RAILWAY CO.

Good for One Ride from

ONEIDA CITY

TO

ONEIDA (Main St.) or LENOX AVE.

Not good for Transfer.

Not good if detached from Regular Ticket.

4730

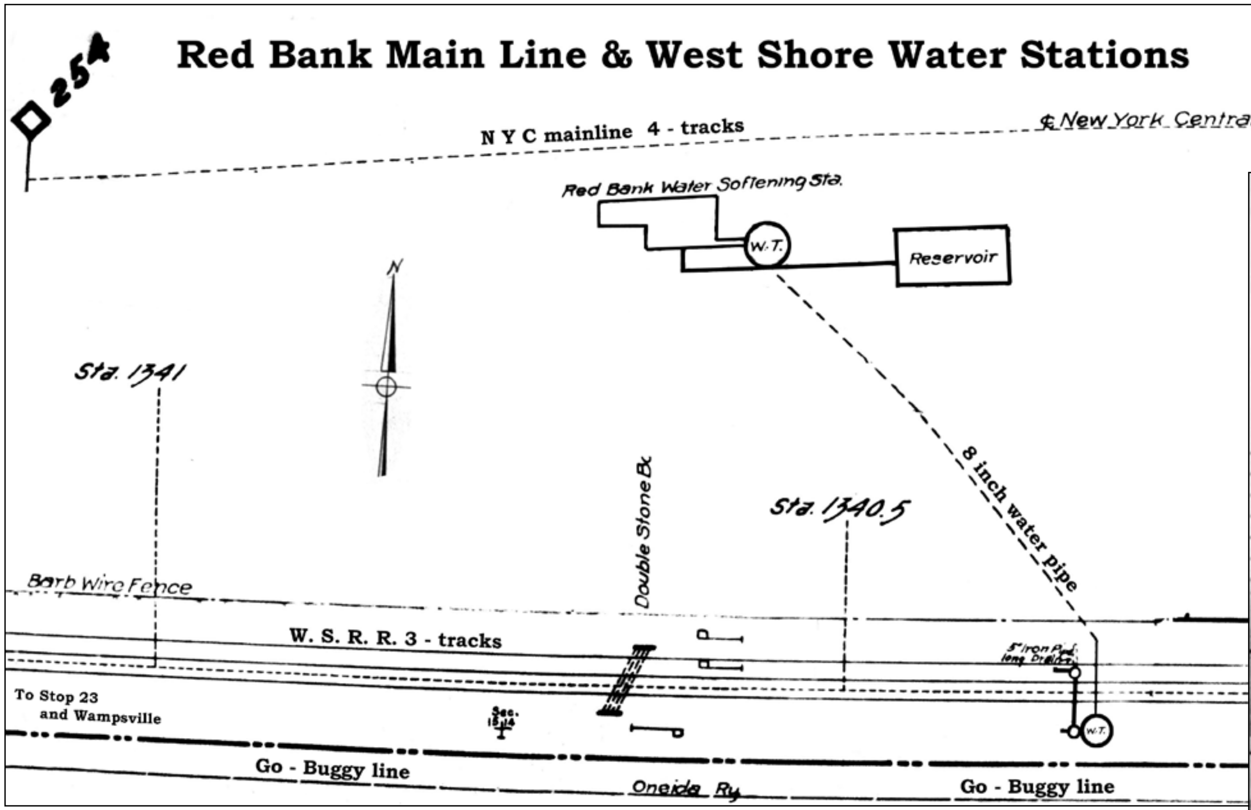
Oneida City tickets, such as this one (above) cost 5-cents until 1923, 7-cents to 1927, and a dime until the end in 1930. Not all City cars went all the way to Wampsville; most changed ends at Lenox Avenue to return to the city.

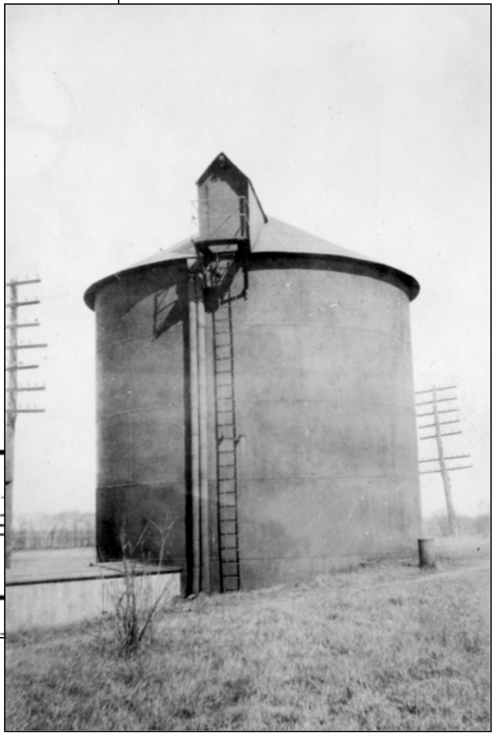
Lenox Avenue – Oneida City. This Stop, at 5 Lenox Avenue in downtown Oneida, developed as a result of the November 1, 1911 initiation of Local service on to the city trackage at B.S. YO and CV. At this location was the Galbraith Brothers store, in which the ORCo contracted to have a ticket office in operation from 6am until 12:30am. This was the only Stop for interurban cars while running over City trackage. (See picture on page 158.)

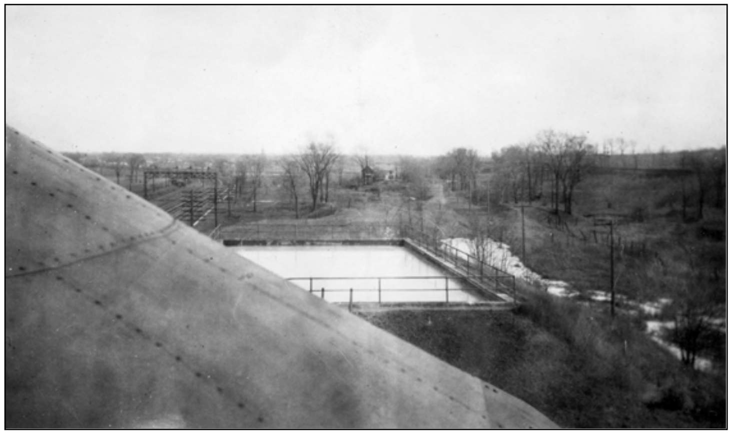
Stop 22- Clockville Road-Lenox Avenue, milepost 253.49. This was the location of West Shore bridge W391, and was a flag Stop. Block station CV, at milepost 253.7, was the western entrance/return for Oneida city local cars beginning on November 1, 1911. (See picture on page 155.) At that time, the shelters and platforms were removed and the Stop was used for employees only. Then, it was discontinued as a Stop altogether, prior to issuance of the January 2, 1913 timetable.

Between Stop 22 and Stop 24 the original Wampsville Go-Buggy line was incorporated as one of the four Third Rail Line tracks used between Clockville Road and Canastota. Because the original Wampsville line was built five years prior to the West Shore's conversion, it was built upon a separate right-of-way that was nearly 75 feet south of the West Shore mainline. This separation of trackage was not changed during the conversion process, so that it was not until Stop 24 that the track became positioned in side-by-side fashion to the other three tracks. The 4-track section of railroad from B.S. CV to Peterboro Street in Canastota had a simplified change in track designations as compared to those on Vernon Grade. Originally, from the south to north track they were #1 South, #1 Middle, #2 Middle, and #2 North. They then became #8, 6, 5, and 7.

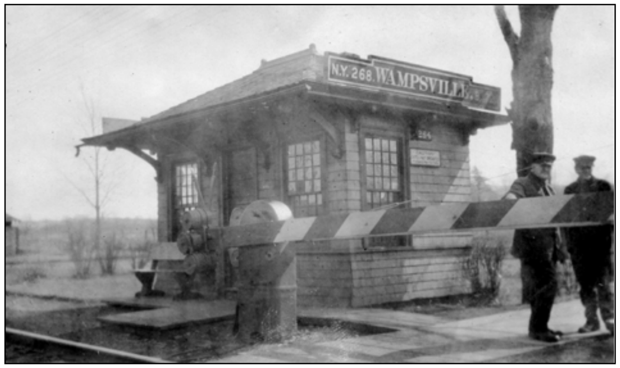
Stop 23- Farrier's Highway, east of milepost 255, was a flag Stop. Shelters #251-252, platforms #310-311. This Stop was locally referred to as "Red Banks" and "23-Skidoo." Also located here were water stations for both the West Shore Railroad and New York Central as both mainlines were nearly side-by-side. On the WSRR, a 50,000 gallon wooden tank was used to replenish the tenders of thirsty steam engines via standpipes on the two middle tracks, while the mainline steam engines were replenished from a 300,000 gallon tiled reservoir with standpipes on all four tracks. All six of the standpipes were supplied by water pumped from Cowasselon Creek into a water softening tank. This water then filled the reservoir that supplied water to the standpipes. (See map and pictures on the facing page.) Both of these water stations were named Red Banks; the name derived from reddish shale being dominant here. This water station facility was the reason why four tracks were needed west of B.S. CV to Canastota. With a steam freight train stopped to take water on either, or both, of the original WSRR tracks, interurban cars could pass via the outside tracks, the southern track being the original "Go-Buggy" line to Wampsville. The roadway name Farrier's Highway was changed by 1910 to Getman's Highway. Because of the 75-foot separation between the original Wampsville line and the West Shore trackage mentioned above, separate bridges over Cowasselon Creek allowed the tracks to cross the waterway. This was the only bridge on the Wampsville line; the West Shore bridge was W392. Bridge W392 was rebuilt and widened in 1904, already in anticipation for adding another track during the railroad's conversion work. This is the Stop where the Brewer family accessed the Third Rail Line, and was only steps from their farmhouse. (See map on page 138.)

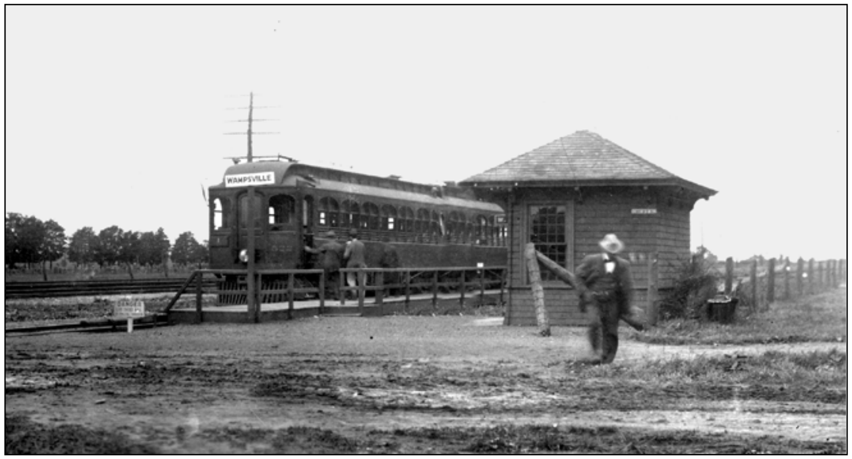






The Red Bank water station was one of two reservoir water supply stations west of Schenectady, the other was at Tribes Hill. The reservoir held 300,000 gallons, which was distributed to 6 trackside standpipes; 4 on the mainline, 2 on the West Shore. Interestingly, both lines here were 4-track territory, which was not at all unusual for the NYC mainline as that was the norm. Cowasselon Creek water was pumped into a water softening tank (above, right), which then fed the treated water to the reservoir (left) as seen from the top of the tank and looking east. The NYC mainline is at middle left, while the line of the WSRR can be barely discerned at middle right. The standpipe sections for both mainlines are out the picture at left and right, and the distance between the two, in the map, has been compressed. All- NARA collection.

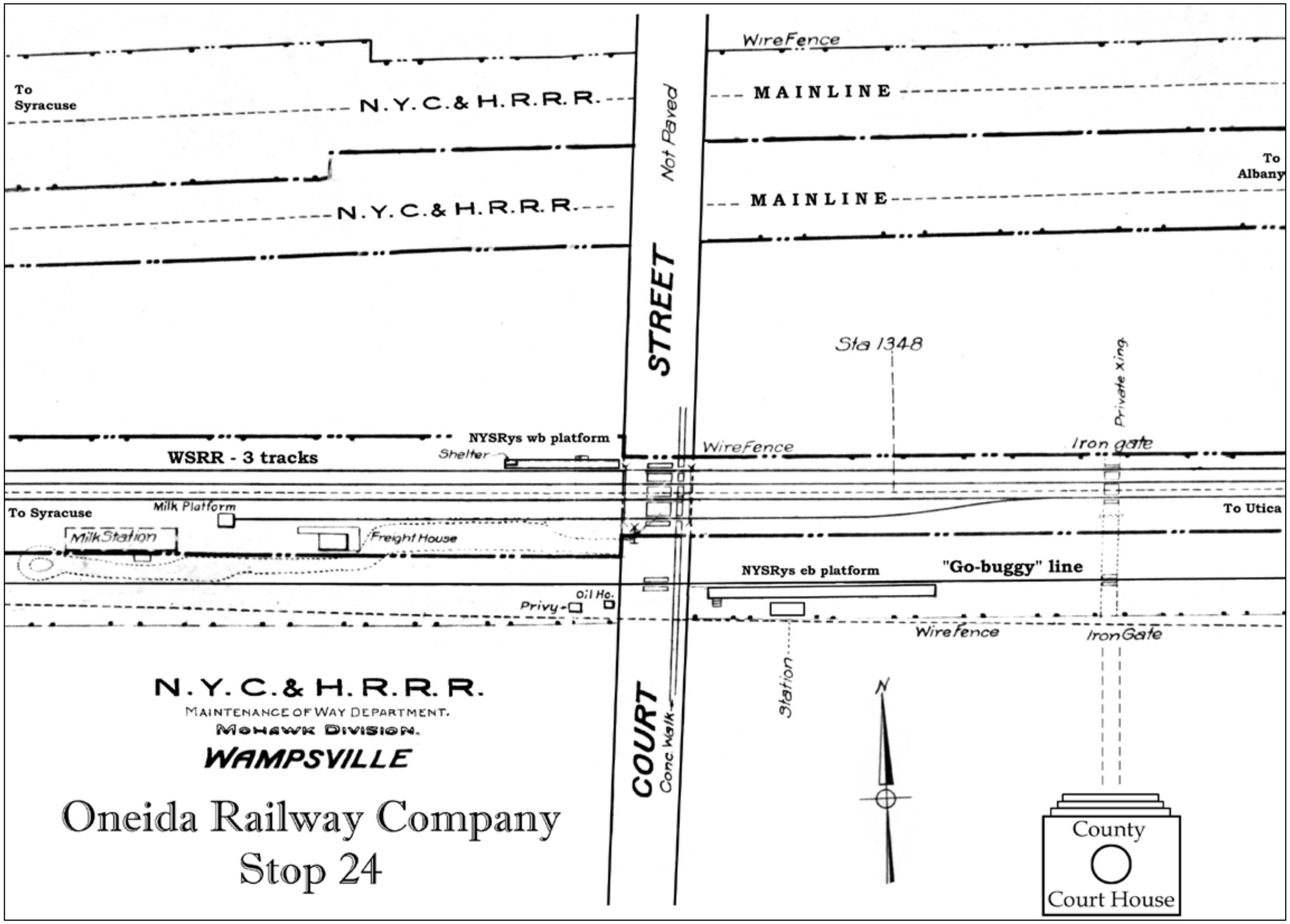




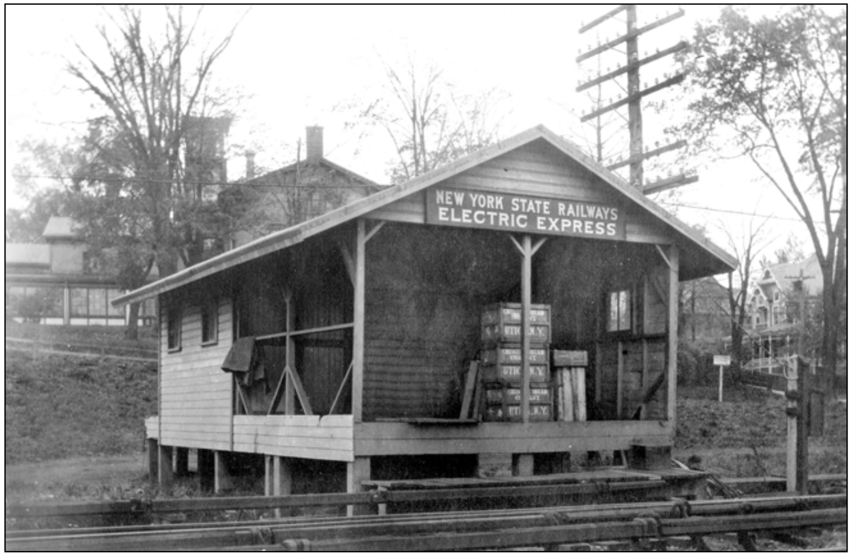
At some point during the convoluted moving of the Wampsville shelter, the original one serving the Go-Buggy line was removed and replaced by a shelter that the NYC had been using on its mainline. It is shown, upper left, acting in that service. The picture above depicts it in Third Rail Line usage on the south side of the ex-Go-Buggy line that became track #1 South. The car is #522, eastbound. Pity the poor gent who is about to slog through Court Street's mud. NARA and A. Bruce Tracy collections.

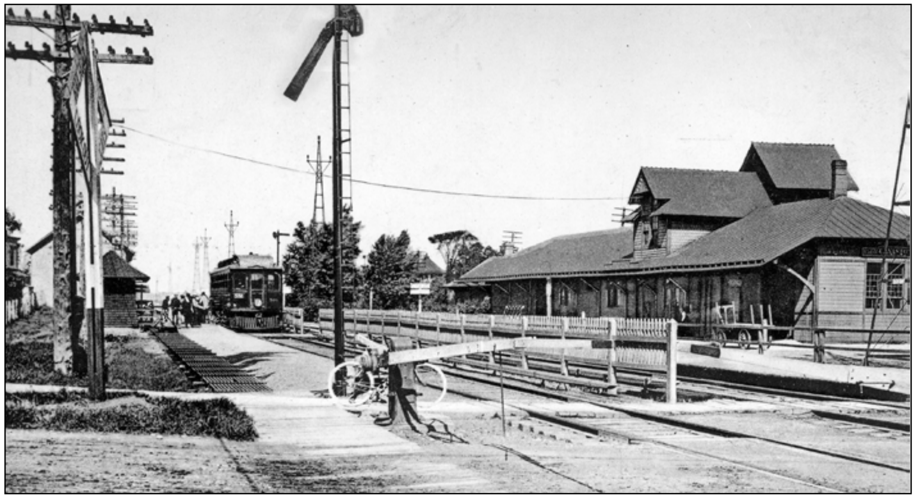
Stop 24- Wampsville, milepost 255.33. This was a regular Stop for all "Local" cars. Shelters were #253-254, platforms #312-313. This was the Stop for the Madison County offices and court; Wampsville becoming the Madison County seat after voters provided their approval on November 7, 1907. Also located here was an engine house (#221) that was used to house the ex-Manhattan Elevated engine(s) during the West Shore's conversion work, and afterwards numbers 1 and 23 (Oneida) were stored there until sold on November 24, 1915 for $4,031.73. All of the shelters, platforms, and station were situated on the east side of Wampsville Road, then Madison Street, finally Court Street. Wampsville is most likely the Stop that saw many more changes to its passenger facilities than any other Stop. When the Go-Buggy initiated service, the shelter was on the south side of the Wampsville stub-end track; this track lying south of the West Shore's double track mainline. Immediately north of the West Shore trackage was the New York Central's mainline trackage, so that at one time there were as many as nine tracks here. When the OR added its fourth track, total Wampsville trackage rose to ten. When the electrified Third Rail Line opened, the shelter was moved to a position between the Go-Buggy track and the West Shore mainline. Then, in 1909, a change in the Go-Buggy's track location caused the new, and larger, shelter to be positioned along this new track. Later that same year, the new shelter was moved back to the original shelter location. In 1911, the shelter was again moved, this time to the north side of the Third Rail's trackage, which is where it remained until the New York Central made its final change. Circa 1920, the NYC was allowed to discontinue mainline passenger service to Wampsville, and the mainline station was then moved to the south side of the Third Rail trackage. The station was 14-feet by 41-feet in size. (See page 50.) It provided the many people that used the Third Rail Line to come and go from the county seat to be provided with superior accommodations. Also to be found at Wampsville were a West Shore freight station that was built in 1906, a milk station, and tool house, all lying across Court Street from the shelters and depot.

This Interstate Commerce Commission valuation map, dating from 1919, depicts the Third Rail Line shelters/platforms on both sides of Court Street served by tracks #1 South and #2 North, later tracks 8 and 7. The Madison County's court house came here in 1907; the freight house and milk station came earlier. At the height of Wampsville's railroading era, there were ten tracks in total serving the NYC, WSRR, ORCo mainlines. One of them being the Go-Buggy line that was separated and on the south side of the WSRR's 3-tracks. In 1906-07, the Go-Buggy line was extended to reach Canastota upon grading done earlier. NARA collection.

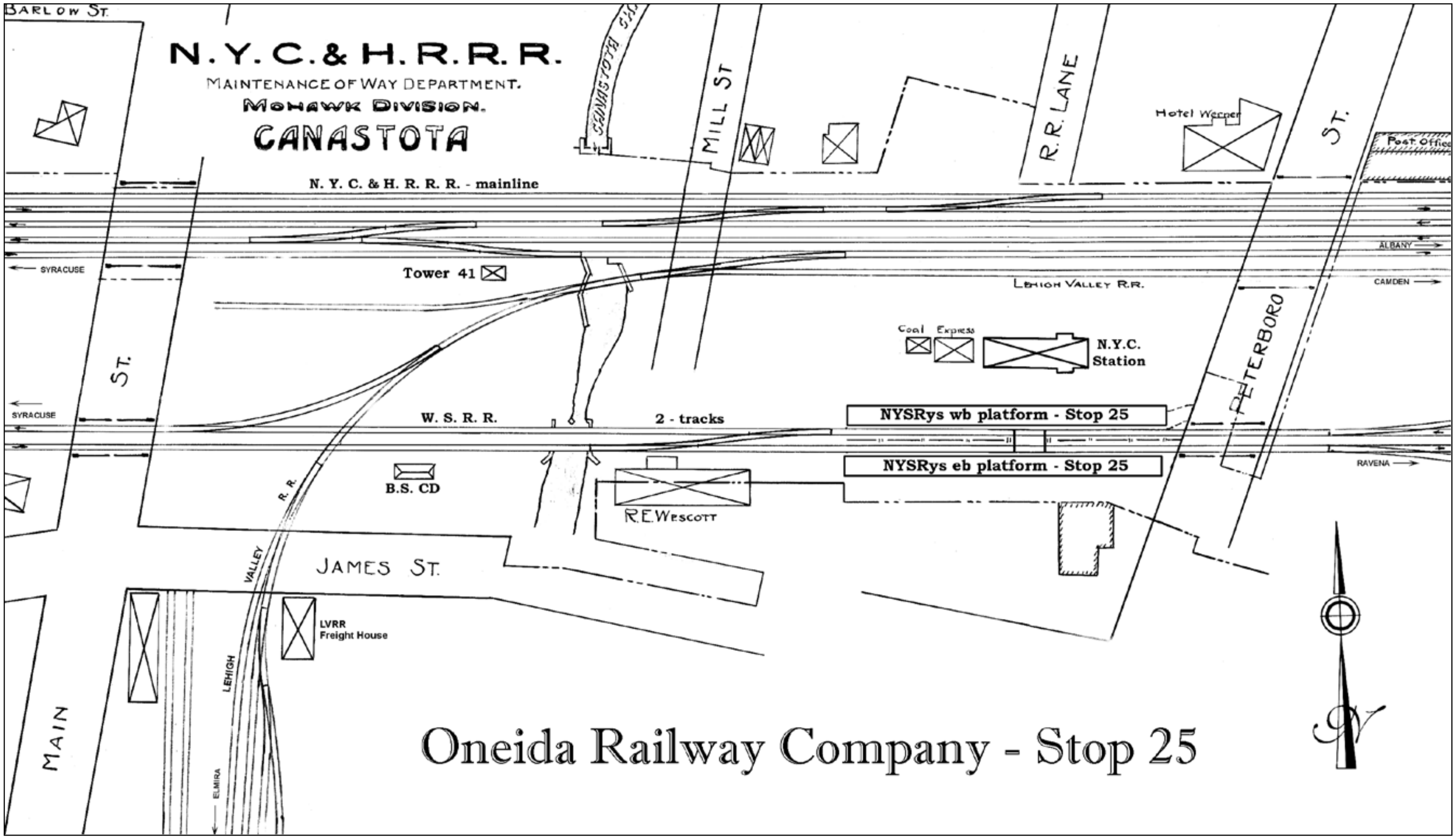


Stop 25- Canastota, at milepost 257.63, was immediately west of Peterboro Street and the NYC station was a regular Stop for all “Limited” and “Local” westbound cars. Shelter #338 was used for eastbound cars; the platforms were numbered 314-315. Block station CD, at milepost 257.7, controlled the crossing of the Lehigh Valley Railroad’s Cortland to Camden line, as well as the westerly end of 4-track territory that ended immediately east of Peterboro Street. The Oneida Railway Company built an express warehouse (building #218) also just east of Peterboro Street, and tool house (#219) was located there, too. The station used at Canastota was an ex-NYWS&BRy building that sat on property between the West Shore and New York Central mainline trackage, as did a freight house that was on the east side of Peterboro Street. Not long after the NYC acquired the WS it abandoned its own station and consolidated all passenger facilities at the West Shore station. LVRR passenger trains also used this station, so that at one time this “Union” station provided services for all four railroads that served the community. Canastota Hill lies to the west, between here and Stop 26. Its summit is situated 6,200 feet west of Stop 25 and 3,800 feet east of Stop 26. Of the east and west slopes, it was the westward grade that was the more severe. Still, it was only a rise of 26.40 feet to the mile; the eastward grade amounted to 17.95 feet to the mile.

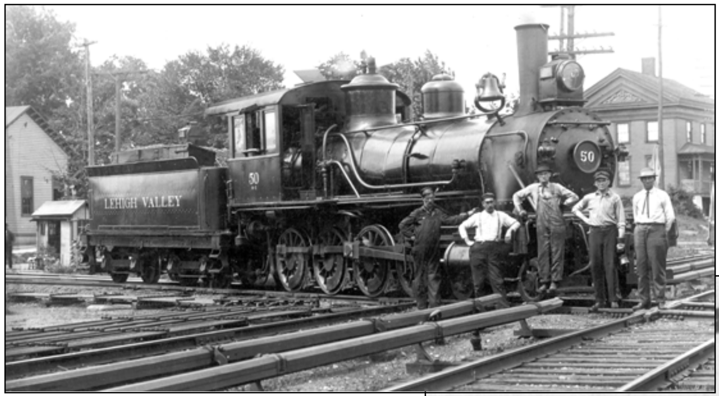




Canastota’s Union Station was the grandest of all joint facilities between Utica and Syracuse. It served the needs of four railroads; NYC, WSRR, ORCo, and LVRR. It was able to do this because it sat in-between the mainlines of the NYC and WSRR, with NYC trains calling on its north side, and ORCo and LVRR trains rolling to a stop on its sunny south side. The WSRR, you may recall, ceased local passenger service here beginning June 15, 1907. Left- Canastota’s main thoroughfare was Peterboro Street, which lies in the foreground, while an eastbound interurban car loads passengers from shelter #338. The NYWS&BRy station (right) looks on approvingly. This station was the only one to be equipped with double-dormers to house (earlier) telegraph operators for both NYC and WSRR mainlines. By the date of this picture, Tower #41 and B.S. CD had usurped the need for dormer activity. Above- The ORCo’s express building, #218- now lettered for its successor, was on the south side of the Third Rail Line 4-track section that ended at Peterboro Street. Utica’s Crescent Bread Company boxes are stacked high upon its platform.
A. Bruce Tracy and Barstow collections.

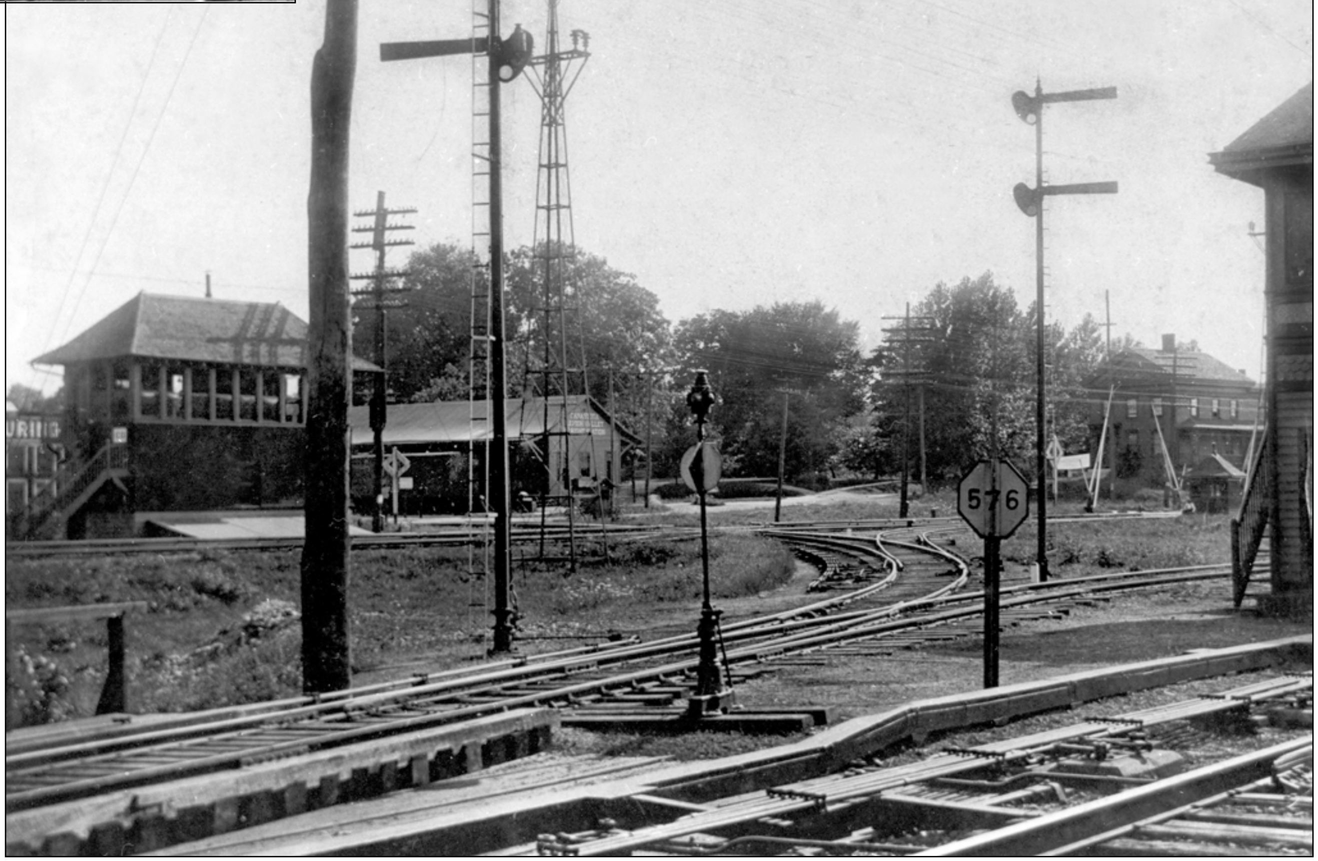


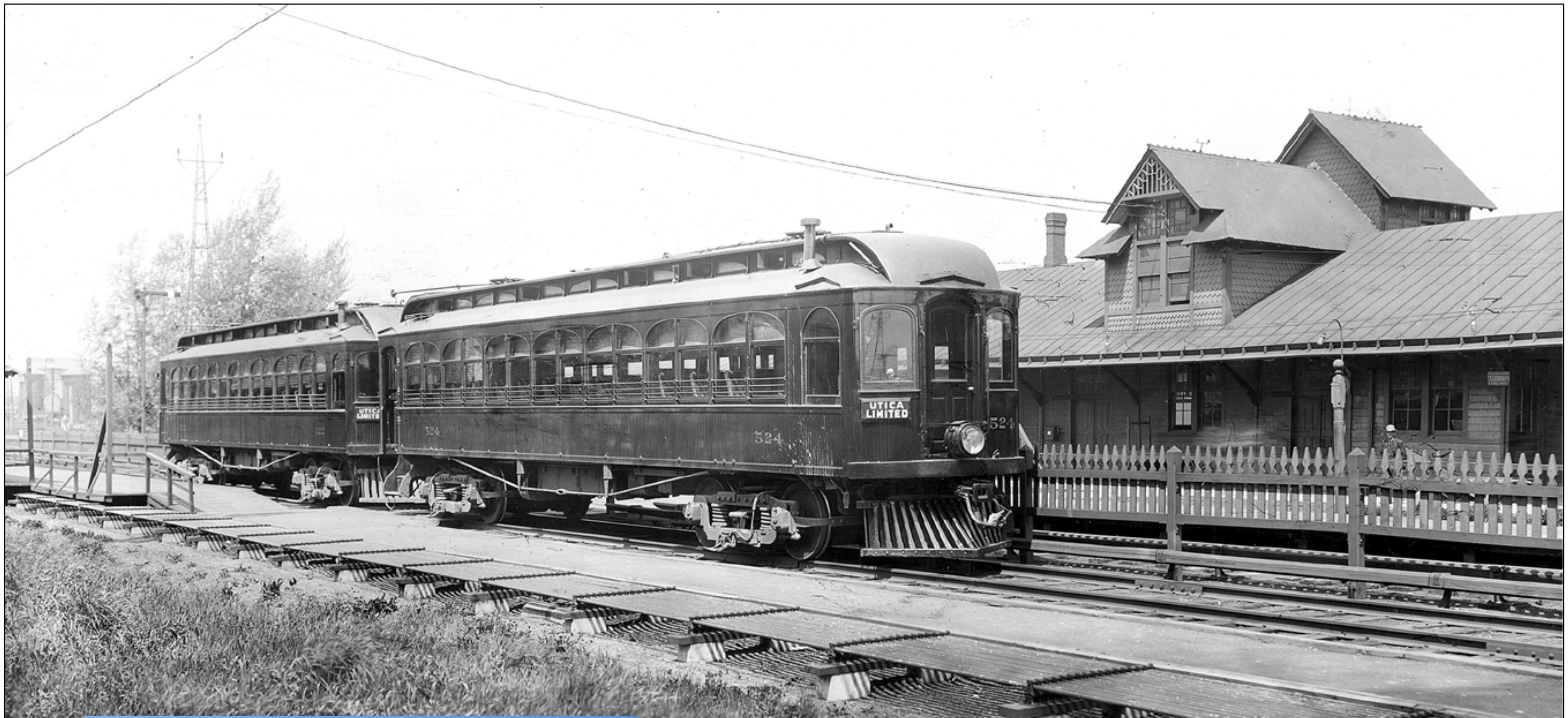
While Vernon's station grounds may have incorporated the most revenue producing facilities within a compact size, Canastota's station grounds contained the most complex network of trackage. It was the Lehigh Valley Railroad's predecessor, Elmira, Cortland & Northern – and its subsidiary Canastota Northern track that made this an interesting network of at-grade railroad crossings and switching when it first came to town during the early 1870s. It was the LVRR's line, which came up from Cortland to Canastota, and then proceeded on to Camden, that crossed the electrified Third Rail Line to the south side of the NYC mainline. It then crossed over the NYC to continue north not far east of Peterboro Street. The crossing of the WSRR-ORCo double-track railroad – and other switchwork – was guarded by B.S. CD, while its connection to the NYC was handled by Tower #41. Stop 25 was one of only two Stops for ORCo Limited cars; the other was Stop 21. As you may suspect, at times it was very difficult for Peterboro Street pedestrians and vehicles to get across all of Canastota's tracks. NARA collection.



Below- As shown in the map on the previous page, the LVRR's track crossed the electrified Third Rail Line at B.S. CD (center, left) to reach the NYC mainline at Tower 41 (partially seen at middle, right). B.S. CD was an oddity amongst the ORCo's block stations in that it was the only one that was sized 12'X33' with 9 side windows, and housed a 52 lever machine. Thus, it was the third largest facility of its type, eclipsed in size only by B.S.'s WU and AK. Just to the right of CD can be seen the LVRR's freight house; bridge sign 576 notes the location (foreground) of a small bridge so numbered. Herbert V. Trice collection.

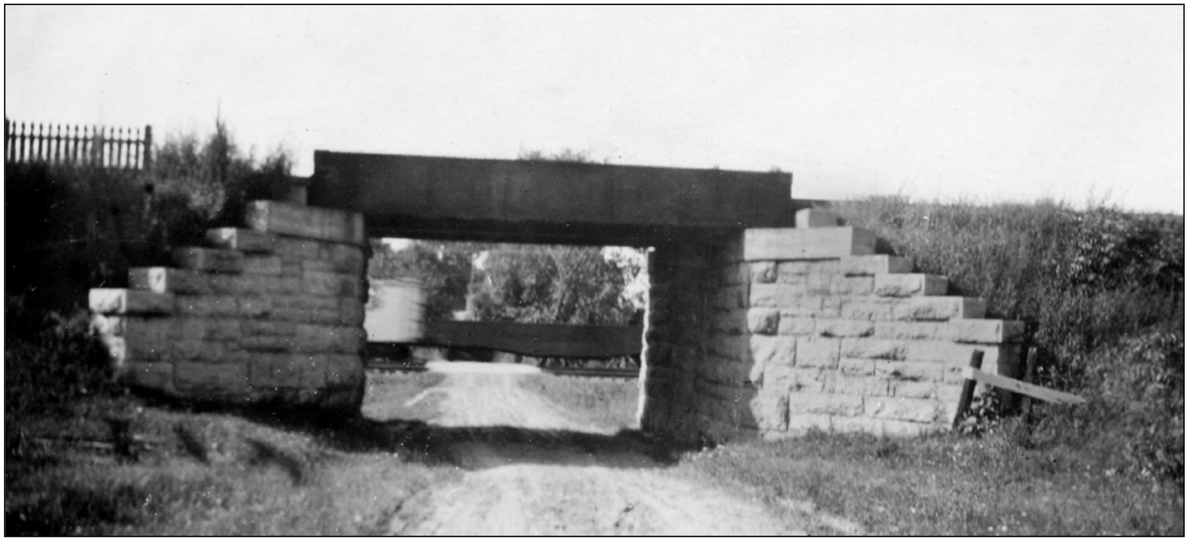
Above- An LVRR 4-8-0, #50, has been stopped upon the break for the crossing of the Third Rail Line, and its crewman have carefully lined up for their picture. The engine is most likely proceeding to the east side of Canastota where the railroad had developed a facility for loading coal into Erie Canal barges. The house to the right of 50's smokebox is the same one shown in the picture at right, middle right.
Collection of A. Bruce Tracy.





Above- An eastbound Utica Limited, with cars #524-522, is making its first stop since leaving Syracuse's Clinton Square terminal at Canastota. The cars are still in their original form; wood bodies with green paint, sparse lettering, wood pilot, and Crouse-Hinds portable headlight. The depot is pretty much original, too; wood frame, olive paint, and only the far (taller) dormer has been added. The signboard on #524 leaves little doubt as to where the two cars are heading. CD's piping extends from the block station (out of view to left) to the beginning of 4-track territory just east of Peterboro Street. Left- Not far from the railroad(s) station was the Municipal Airport that Amelia Earhart helped to dedicate on August 28, 1928. Did she ride the Third Rail Line to do so, we wonder?

Stop 26- Quality Hill Road, west of milepost 259. Flag Stop. Shelters #255-256, platforms #316-317. (See map on page 24.) The summit of Canastota Hill was just to the east; this Stop lying near its west base. The WS-ORCo 2-track line crossed over Quality Hill Road via bridge W403, with only a narrow underpass for pedestrians and horse drawn vehicles to pass from one side of the railroad to the other. Earlier, the road was named Cheese Factory Road, and later – but still during Third Rail's era, Quality Hill Road was renamed Bruce Road, but interurban conductors continued to call this Stop as Quality Hill. The name is derived from an area nearby on the Seneca Turnpike, which is much higher in elevation than the railroad's level, where militia drilled during the Revolutionary War. Not related to this story of the development of the Third Rail Line, was a small airport not far from Quality Hill's bivouac green. This landing strip became a footnote to history when Amelia Earhart dedicated its opening as the Canastota Municipal Airport on August 28, 1928. Did she ride the Third Rail Line to do so, or fly in, we wonder. Between Stops 26 and 27 the trackage was gradeless but, after the Erie Canal was passed beyond Stop 27, a descending grade of up to 20 feet per mile was encountered for 7,000 feet. This grade culminated in the west end of Canastota Hill, thereby making the Hill's west slope a compensated grade with level track from the Erie Canal crossing to Stop 26.

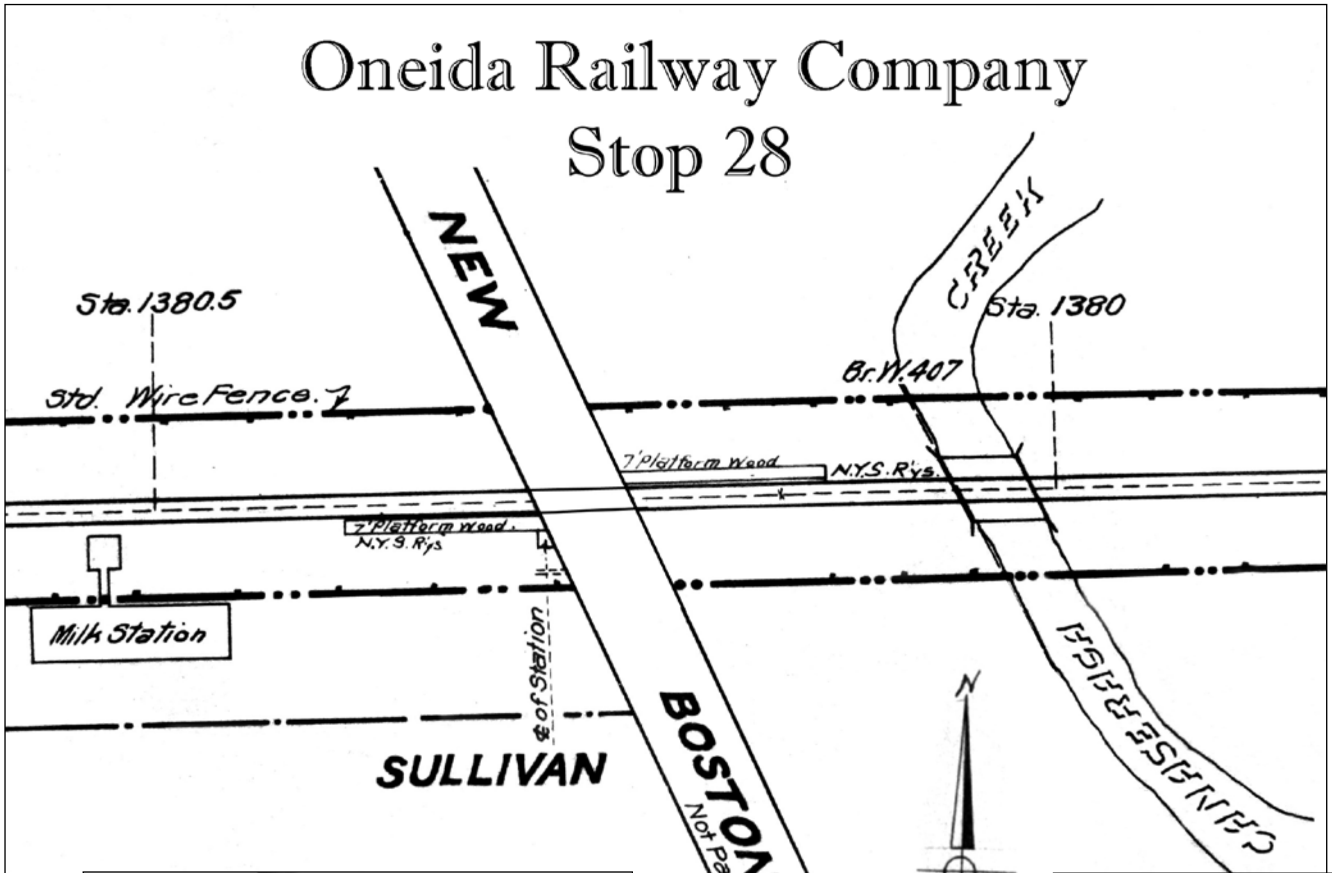


Above- At Quality Hill's Stop 26, the double track electrified West Shore line crossed over Bruce Road via this bridge, W403. The standard fencing, and the map on page 24, let us know that the shelters and platforms are on the west side of the bridge, and the stonework tells us that we're looking at the bridge's south face. Through its opening a passing NYC mainline train can be seen. We've yet to see an "improved" roadway. NARA collection.

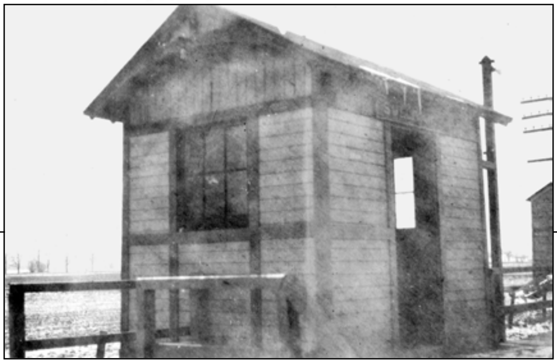
Stop 27- Sub-station #3, was located at milepost 259.9, and the building was numbered 216. This was just a company Stop for sub-station employees with neither shelters nor platforms. It was discontinued as a Stop prior to issuance of the January 2, 1913 timetable. But, trains #101, 139, 102, 110, and 140 might stop if an employee did need to get to the facility. Bridge W404, the crossing of the Erie Canal and Owl's Highway, was just to the west.

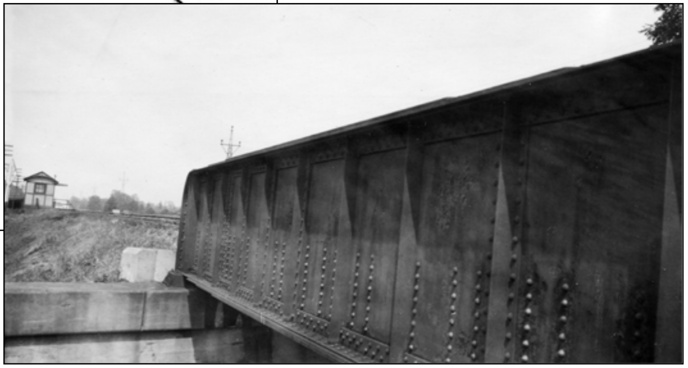
Stop 28- New Boston Highway, milepost 261.42, was a regular Stop for all "Local" cars. A WSRR depot was used for eastward trains (see next page) and shelter #257 was located on the westbound side of the track for cars going in that direction; platforms were #318-319. This Stop was named "Sullivan," but sometimes it was referred to as Canaseraga for its location near Canaseraga Creek. The Stop was eliminated prior to issuance of the July 1, 1917 timetable.

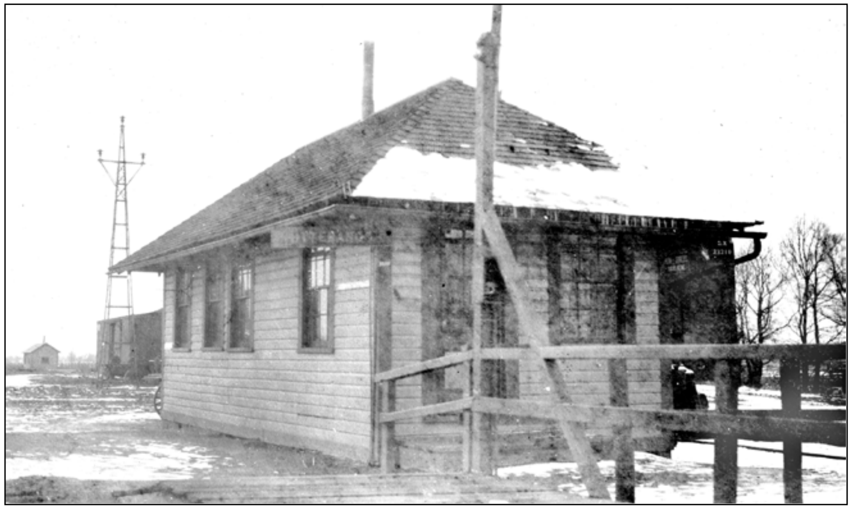
Oneida Railway Company
Stop 28

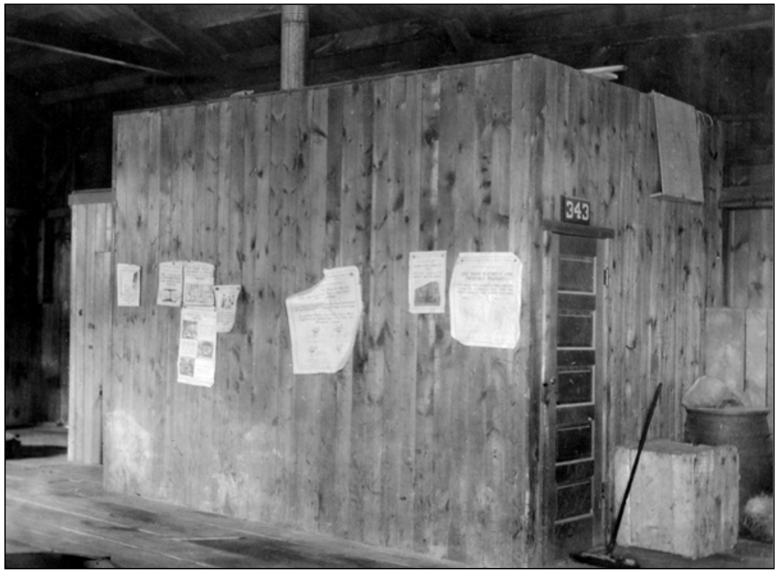


Immediately east of Stop 28, bridge W407 (below) crossed Canaseraga Creek via a 44-foot long plate girder span. Just beyond the steelwork, "Sullivan" station, a modest – yet ornate – WSRR affair, stands along the eastbound track. The tiny structure is shown to better advantage at lower left – with its signboard barely discernible. Despite its size it is one of the nine West Shore depots used on the electrified Third Rail Line. The map (at left) locates both the bridge and depot positions. Just to the north, up New Boston Road, the NYC had a more substantial station that it also called Sullivan.
All- NARA collection.





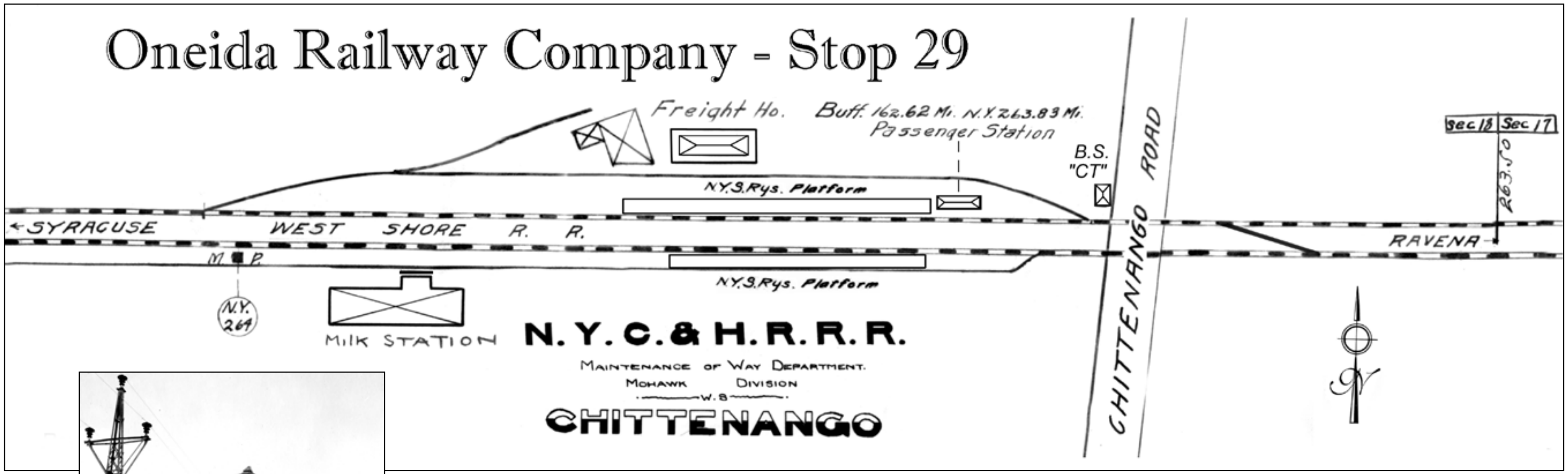


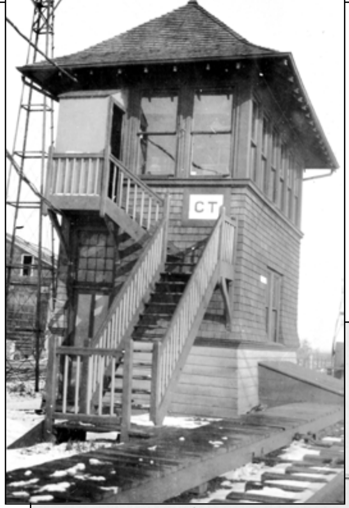


Stop 29- Chittenango Highway, at milepost 263.83, was a regular Stop for all "Local" cars that used the "newest" West Shore Chittenango station. The West Shore stations at North Chittenango had succumbed to fire, twice. After the standard NYWS&BRy burned, it was replaced in 1900 by a newer style NYC designed building that had an agent's room, waiting room, express room, baggage room, and a small freight room. It opened to the public on January 4, 1901. Unfortunately, this building also burned, on June 24, 1901, after only being in service for six months. It was replaced by a small wood frame station, 15 feet wide by 30 feet long in size that was placed on the north side of the West Shore tracks just west of Chittenango Highway. (This newest station is shown above in its original "north-side-of-the-track" location. NARA collection.) By 1919, the date of the above picture, the station building had been moved to the south side of track and used to serve both east and westbound interurban cars. The platforms were #320-321. Immediately west of the station's new position – and across the track – was the West Shore's freight house, inside which was built an express room (ORCo building #343) that the Oneida Railway used for its express package operation. (The express room, properly numbered, is shown above. Barstow collection.) Block station CT was also located on the north side of the track hard by the highway crossing's west shoulder. About one-quarter mile separated the WSRR and NYC mainlines, which is why the NYC had considered building a connection between the two lines during the conversion period, but ultimately decided to implement a connection at Kirkville. Finally, nearly one mile west of this Stop's depot facilities was another water station whose two Smith-Vaile columns-cranes served water to both tracks from a 50,000 tank. The tank was supplied with Chittenango Creek water via a NYC mainline pump house.

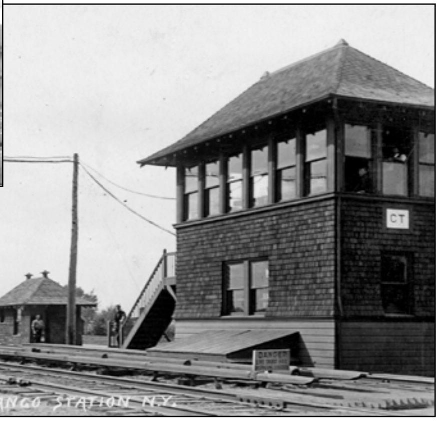
Stop 30- Bower Hill Highway, immediately east of milepost 265. Flag Stop. Shelters #258-259, platforms #322-323.

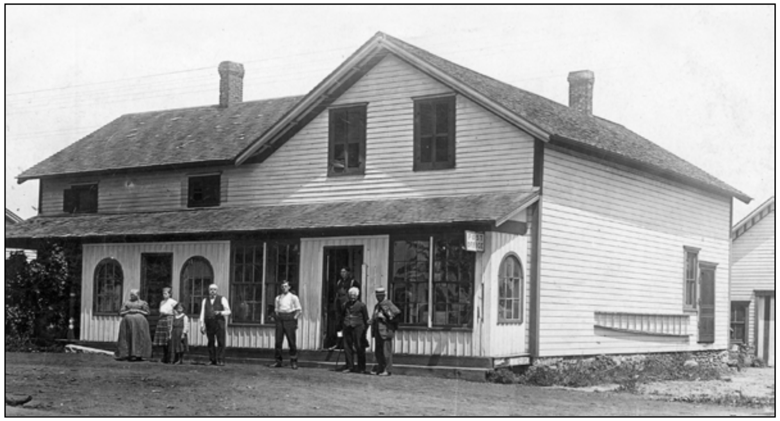
Stop 31- Pool Brook Highway, east of milepost 267. Flag Stop, with shelters #260-261, platforms #324-325. The Kirkville Connection connecting the WSRR to NYC was just to the west.

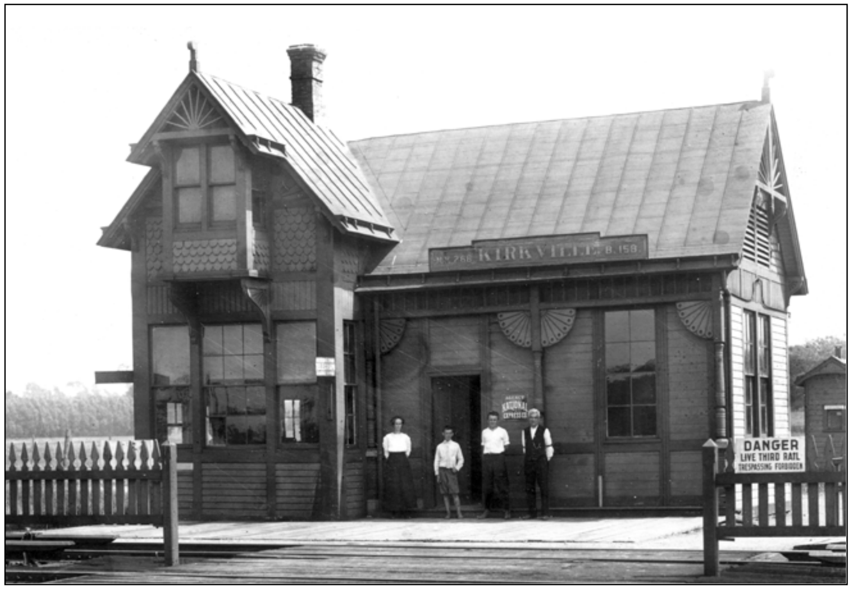




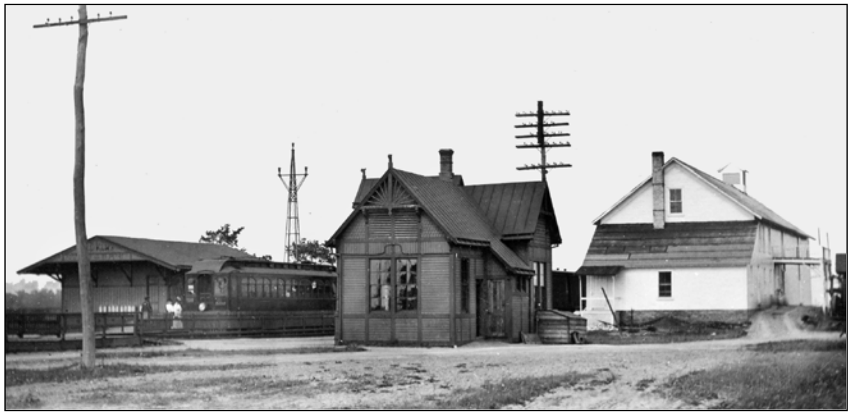
The Stop 29 map (above) provides a further reference to the facilities shown in this volume's cover image and duplicates on pages 150 and second page inside from cover. The WSRR depot and freight house (inside which is ORCo building #343) are identified, as is B.S. CT shown at left and below. The block station's staircase front is identical to B.S. AK (as we saw on page 154) except here a "storm" enclosure protects the main entranceway from northwesterly gales and snows. At left, transmission line tower #314 rises beyond CT's shoulder; a different leverman (below, left) sits in the window in what must be the favored location to view railroad and highway activity. Our cover leverman was doing similarly. This station grounds was situated just to the south of the North Chittenango community that dominated the area between WSRR and NYC mainlines. Within that area, the village store and post office (below, right) served the community's residents. Chittenango, 2 miles southward, was a more substantial (Erie Canal) community, and onetime home of "Wizard of OZ" author L. Frank Baum. Collections of NARA, A. Bruce Tracy, and Suzanne and John Hudson.

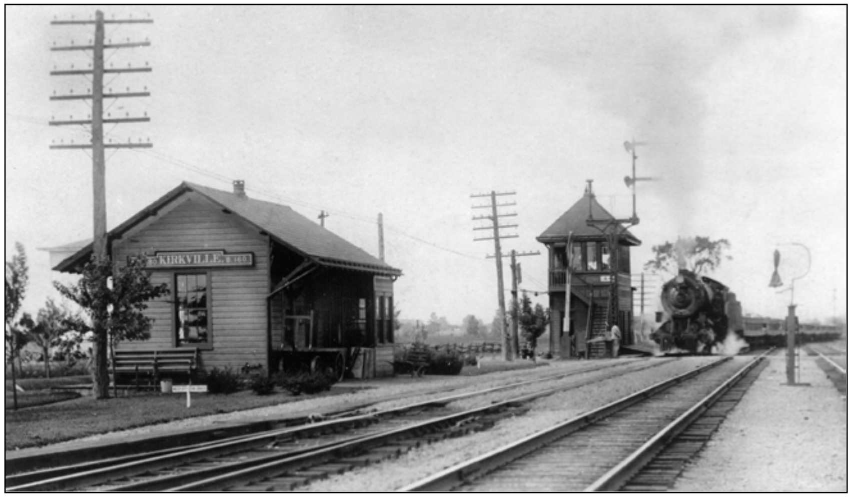






Stop 32- Kirkville, at milepost 267.77, was a regular Stop for all "Local" cars. A standard design NYWS&BRy station, which was located on the south side of the track at Kirkville Road, was used for passengers desiring to travel in either direction. The platforms were numbered 326-327. Block station KR at milepost 267.5, was positioned at the West Shore's switch for the new Kirkville Connection track to the NYC mainline. (See map on page 87.) After B.S. KR was destroyed by fire on October 5, 1910, B.S. MU was discontinued at milepost 271.8 and moved to assume the former position and purpose of B.S. KR. This discontinuance and moving of B.S. MU was made possible due to the fact that all NYC West Shore steam trains ran from B.S. KR to the NYC mainline at Tower 44 via the two track connection. Thus, west of Kirkville the Third Rail interurbans utilized the double track West Shore mainline without interference by steam trains negating a need for B.S. MU to be maintained at its original position.

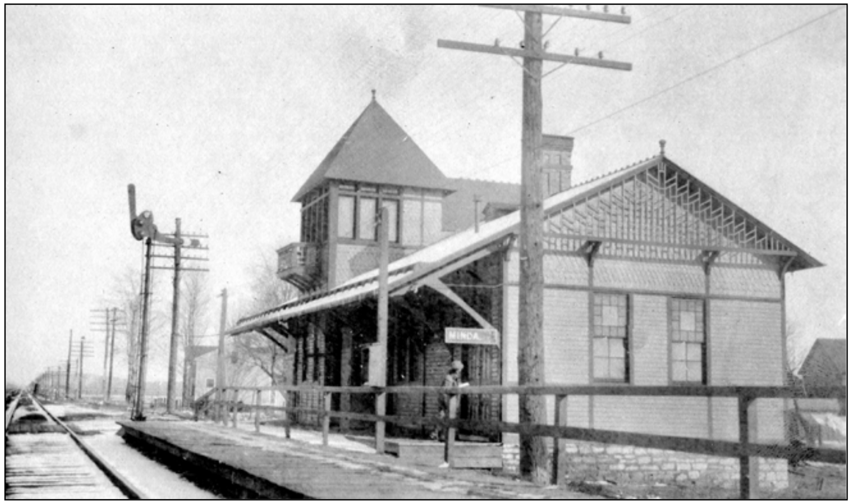




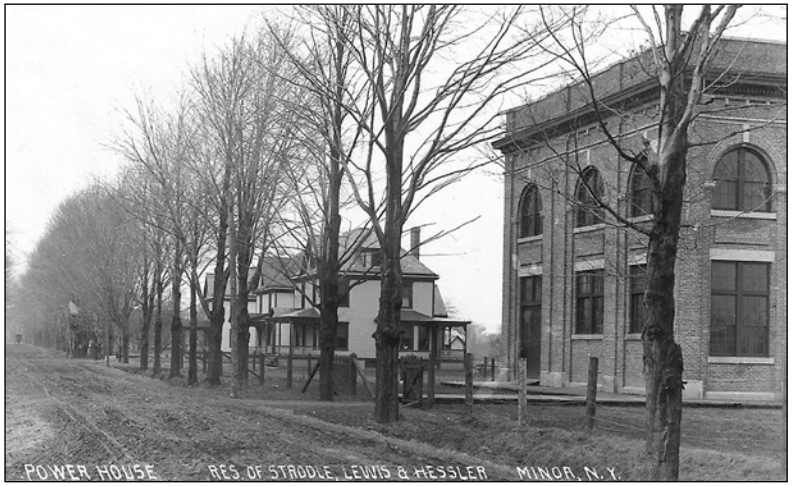
A standard design (small) depot was built by the NYWS&BRy (top, left), and was requisitioned for electrification use. Because it sat west of the Kirkville Connection, ORCo interurbans and express cars ruled the road, but a WSRR milk/local freight train still called here, too. Car #502 (top, right) is making its stop to load westward passengers; a milk station sat hard by the depot awaiting the next milk train. Above- A passenger extra is proceeding eastward at NYC's mainline Tower 44. In a moment it will pass the mainline Kirkville depot. The switch is set for this train to head down the Connection to the WSRR; the mail bag is waiting to be "caught" by a westbound mail train. Collections of Suzanne and John Hudson, A. Bruce Tracy, and Onondaga Historical Association.

Stop 33- Shepp's Highway, west of milepost 269. This flag Stop was discontinued prior to issuance of the January 2, 1913 timetable.

Stop 34- Manlius Highway, at milepost 270.45, was a regular Stop for all "Local" cars, and the Manlius Centre (Minoa, beginning in 1913) NYWS&BRy depot was used for passengers traveling in either direction. (See picture on page 90, and below.) The station was located on the south side of the double track line; the platforms were numbered 328-329. Sub-station #4, building #217, was on the north side of the track as were all sub-stations. Block station MU was located west of the station's grounds at milepost 271.8, but was discontinued and moved to the former site of B.S. KR after the later block station burned to the ground on October 5, 1910. In a rather unique occurrence, B.S. MU retained its designation and telegraph call even after it was moved to Kirkville. (See Stop 34 map on next page.)



Looking east at Manlius Centre, the depot is displaying a Minoa sign, which means the picture is post-1913 date of incorporation and change of name for the village. Besides their unique roof-top dormers, NYWS&BRy depots used intricate woodwork in the bargeboards making them quite attractive wooden structures. NARA collection.

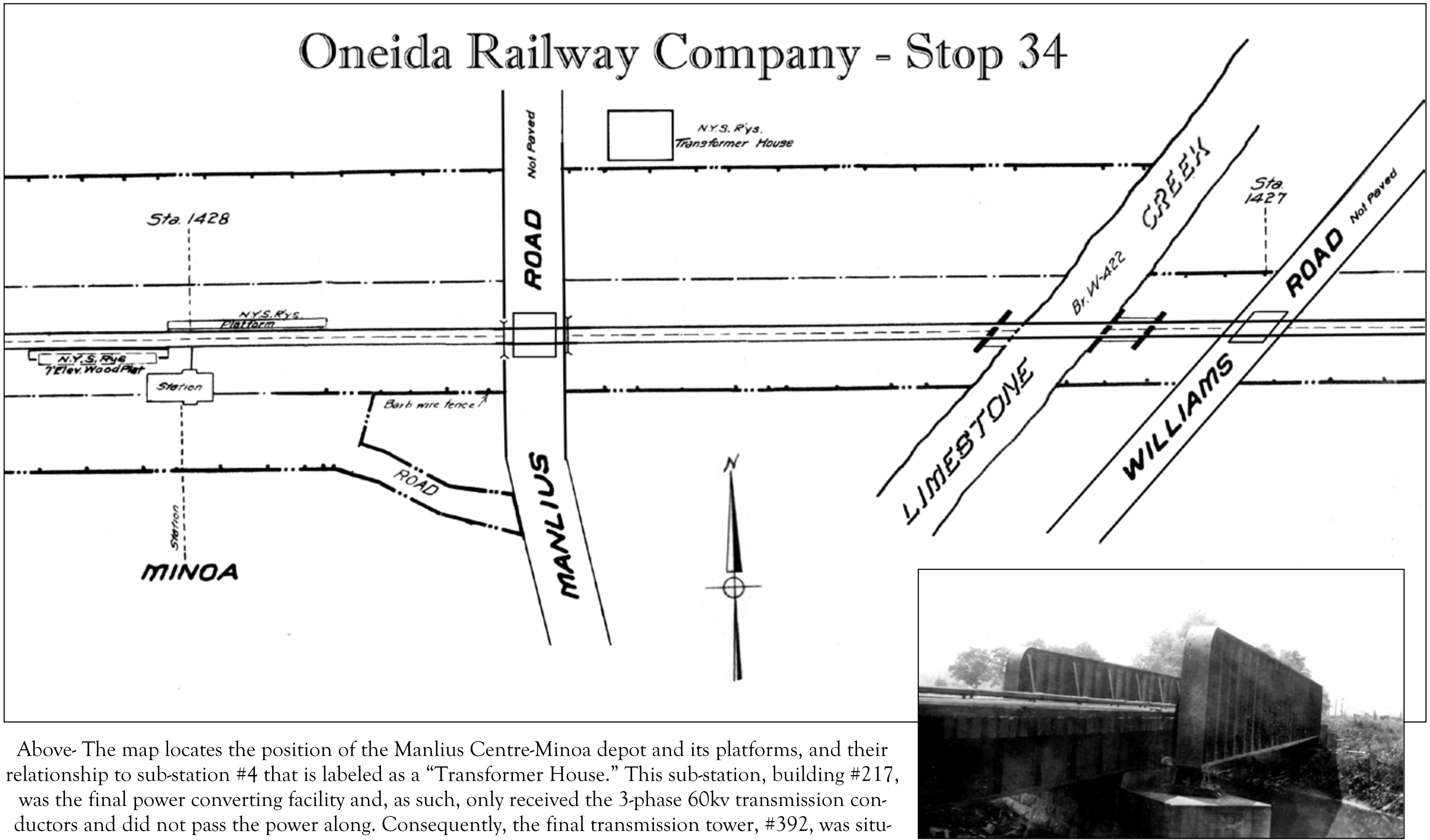


ORCo Sub-station #4 was erected to the northeast of the Minoa depot, and its brick exterior is at odds with the otherwise wooden residences lining the Highway. Nevertheless, the construction materials aside, all of the structures seem to blend together nicely, while residing on the tree-lined thoroughfare. Collection of Richard F. Palmer.

Stop 35- Richman's Road, later Richmond Highway, west of milepost 271. Discontinued as a flag Stop; date unknown. In 1911, the route of Richmond Highway was changed and a new bridge (W423) was built for the road to cross over the railroad. It may have been at that time that the Stop was eliminated.

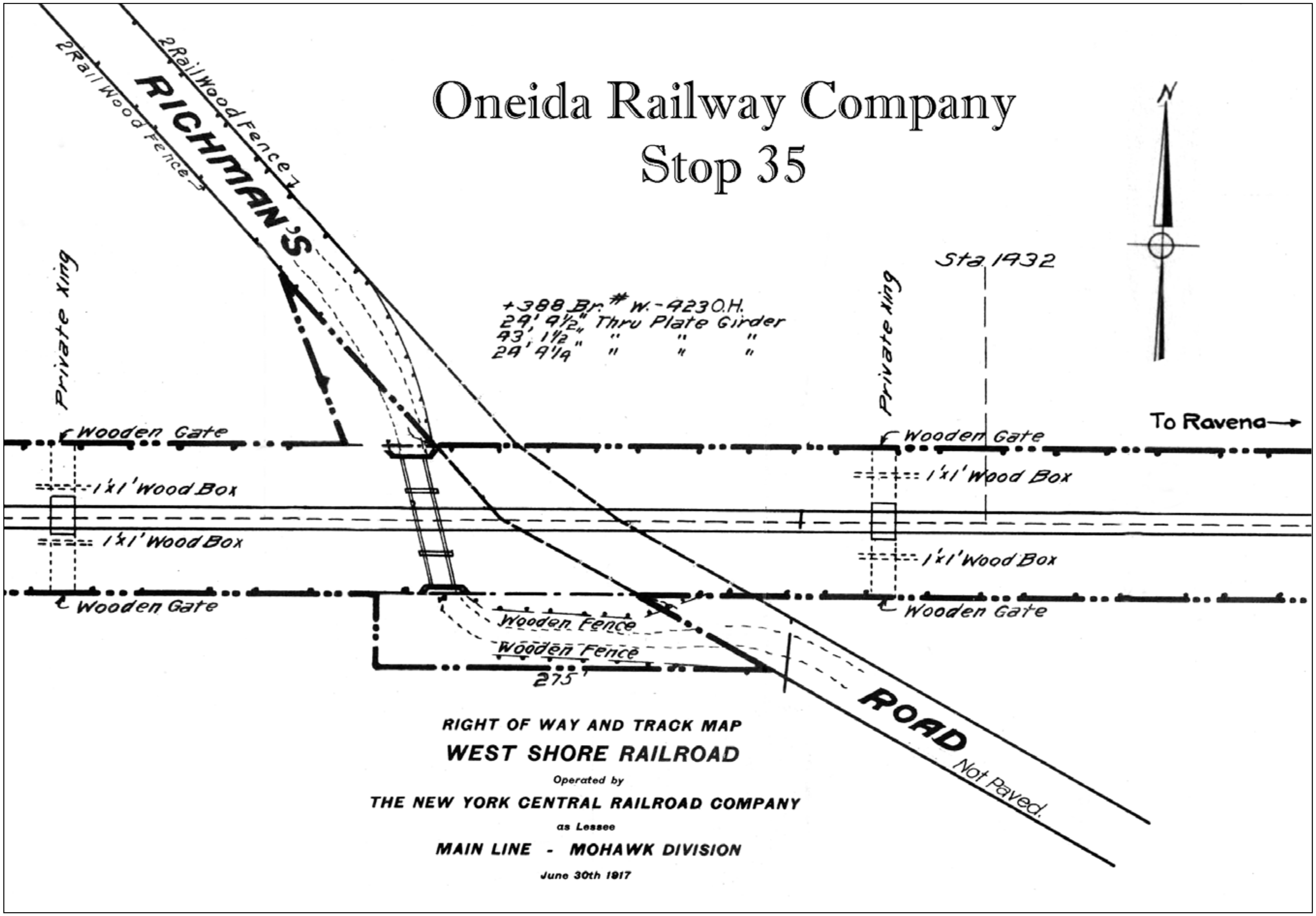
(See the Stop 35 and 36 maps on pages 195-196.)

Stop 36- Landis Highway, immediately east of milepost 272. Flag Stop. Shelters were #262-263, platforms #330-331. Landis Highway was an important road for entry to Syracuse from the east before Route 5 became improved. Consequently, the road crossed over the railroad here, via bridge W424, and the Stop remained active unlike at Stop 35. This Stop was very busy because of its proximity to Ratnour, a small community sandwiching Dewitt Yard. Its shaky – wood planked walkway – over the yard, gave the name Ratnour Bridge Road to this early thoroughfare that connected with Landis Highway at this Stop.


Oneida Railway Company - Stop 34

Above- The map locates the position of the Manlius Centre-Minoa depot and its platforms, and their relationship to sub-station #4 that is labeled as a "Transformer House." This sub-station, building #217, was the final power converting facility and, as such, only received the 3-phase 60kv transmission conductors and did not pass the power along. Consequently, the final transmission tower, #392, was situated to the rear of the building; no transmission line towers existed west of this point. The WSRR's bridge across Limestone Creek (right, inset) was to the east of the depot and sub-station, yet certainly within eyesight. Bridge W422 consisted of spans 39 and 110 feet in length. The village of Minoa lies northward from this railroad location, and Manlius Road was its main thoroughfare.
Facing page map- By the time his Interstate Commerce Commission valuation map was drawn in 1919, Stop 35 had ceased to exist. Its shelters and platforms had been situated at the Richman's Road crossing of the railroad at grade. But, when the highway was repositioned in 1911 by allowing it to cross over the railroad via bridge W423 the Stop was eliminated. All- NARA collection.

Oneida Railway Company
Stop 35



RIGHT OF WAY AND TRACK MAP

WEST SHORE RAILROAD

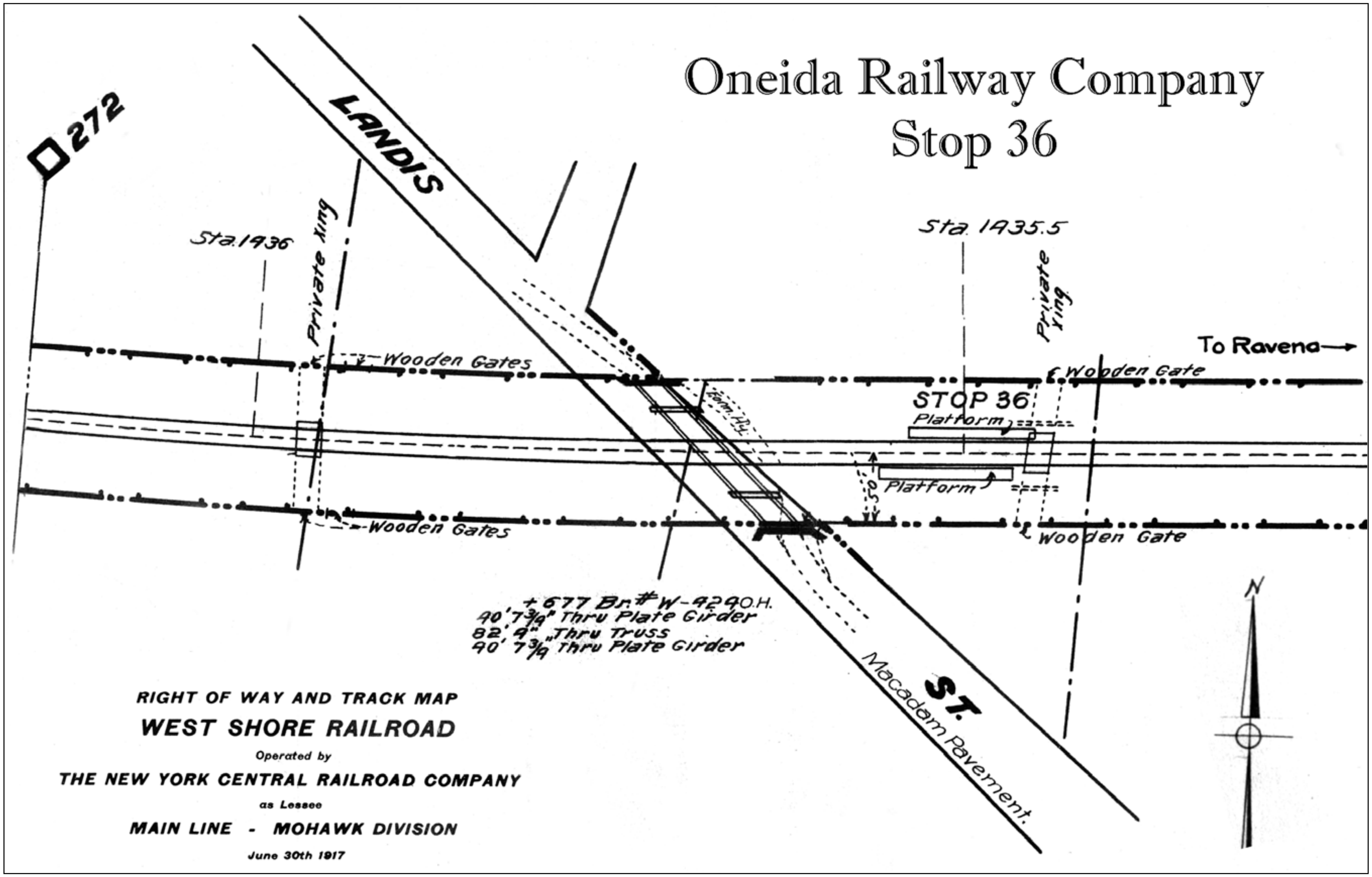
Operated by

THE NEW YORK CENTRAL RAILROAD COMPANY

as Lessee

MAIN LINE - MOHAWK DIVISION

June 30th 1917

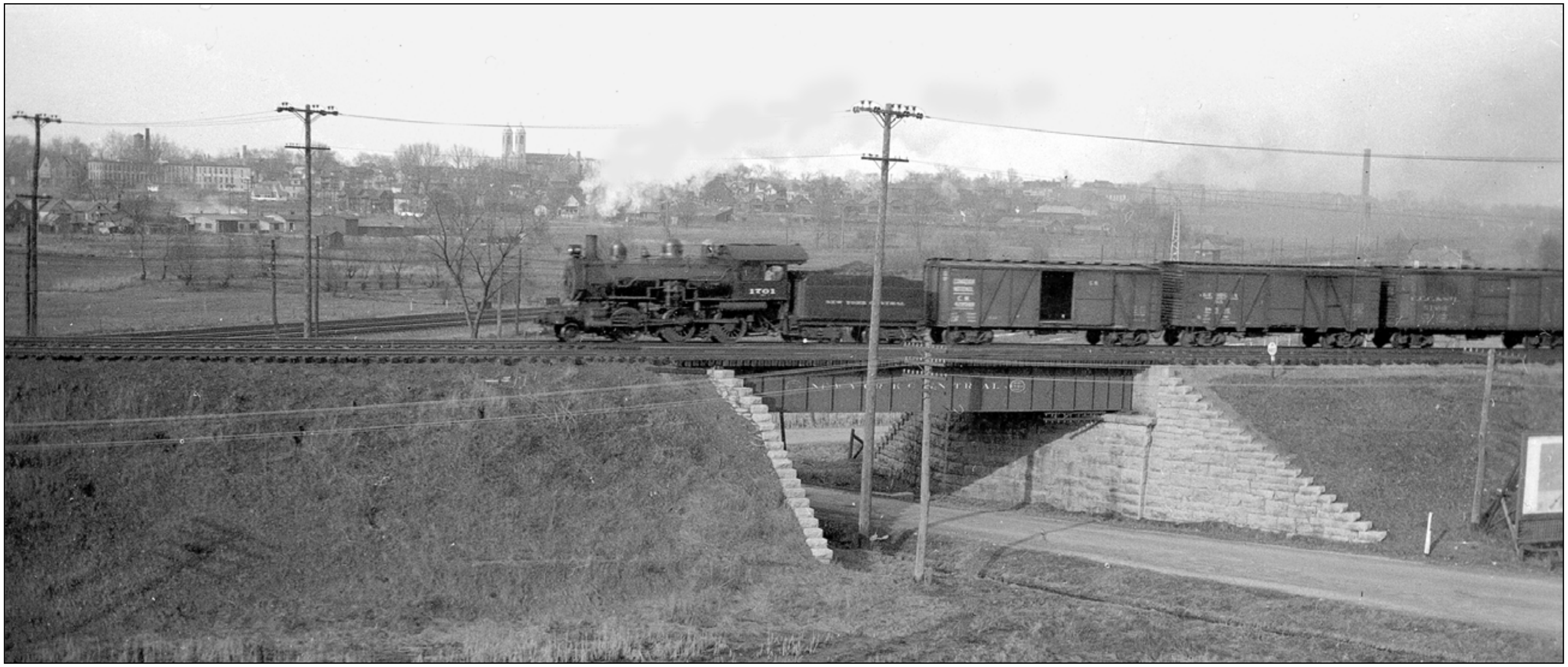


Long before the Seneca Turnpike became an improved highway and signed as Route 5, Landis Highway (Street on the map) was the primary road leading to and from Syracuse. Thus, Stop 36 was an important gateway to the city's suburbs, as well as to Ratnour whose roadway heads north from Landis Street just beyond the railroad's right-of-way. The new highway bridge over the railroad was W424, and both shelter/platform sets were to its east. NARA collection.

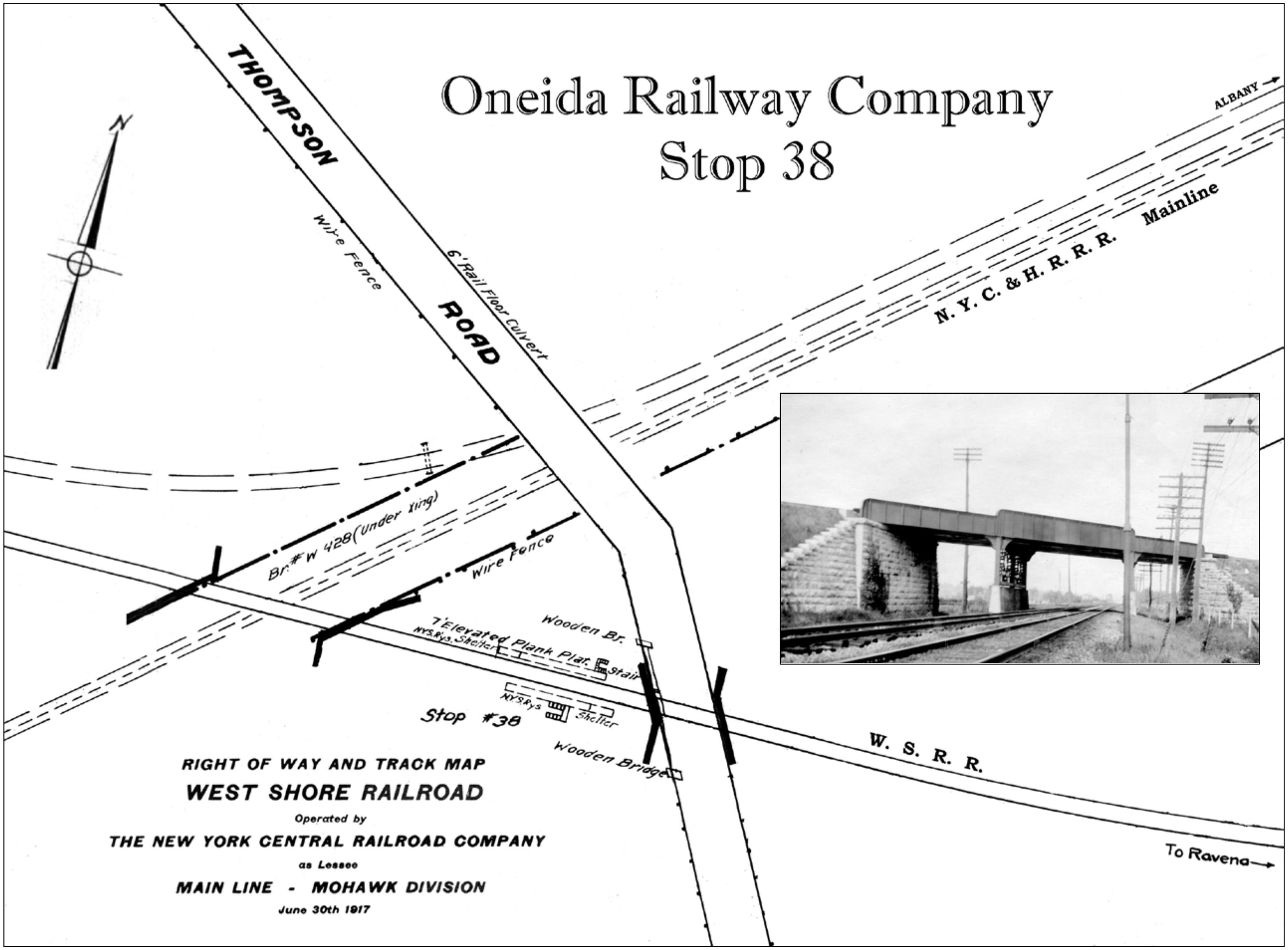
Stop 37- Dewitt, at milepost 273.70 was a flag Stop. Shelters #264-265, platforms #332-333. This Stop, although on the outskirts of Syracuse, was little used as it was located in a mostly (then) uninhabited wetlands area. (See picture on page 114.)

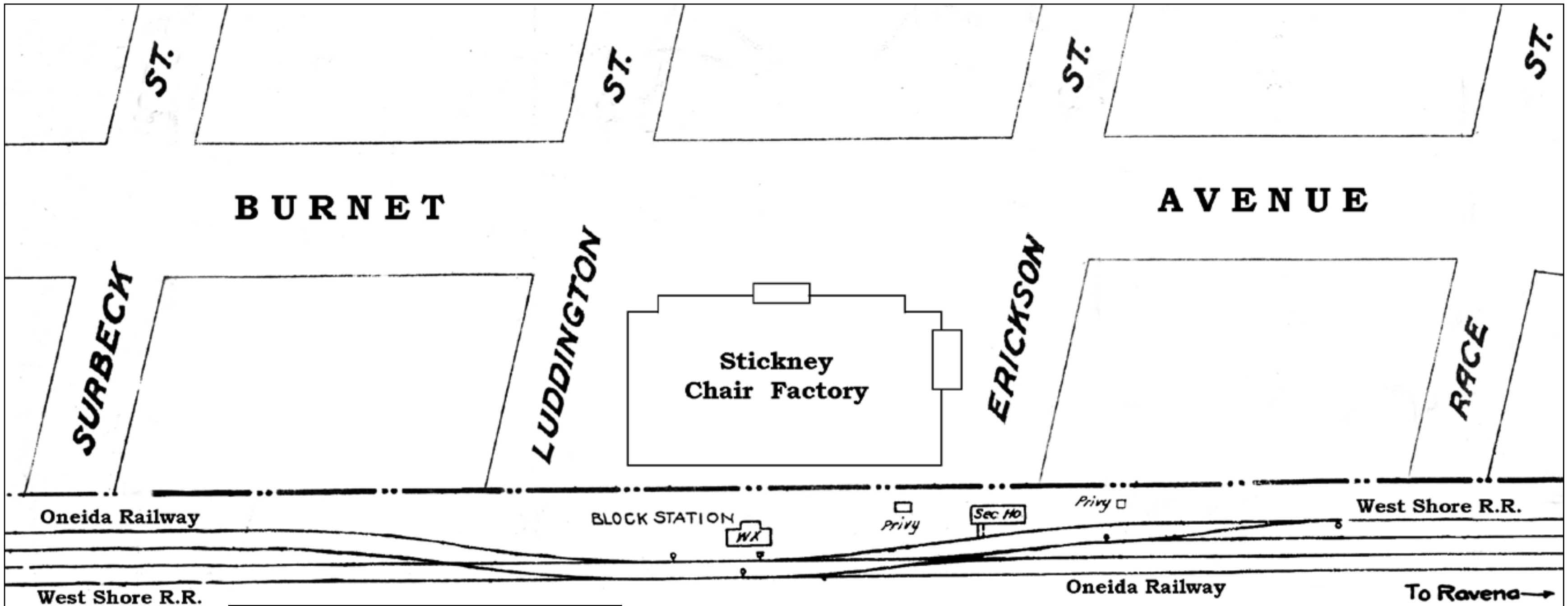
Stop 38- Thompson Road, at milepost 274.81 was a flag Stop. Shelters #266-267, platforms #334-335. This Stop was located upon the embankment for the West Shore's overcrossing of the New York Central's passenger mainline to Syracuse's Washington Street terminal. Block station WX was situated between Stops 38 and 39 at milepost 275.3. B.S. MX, also called Eastwood Tower, was directly behind the Gustav Stickley Chair Factory building whose main entrance was on Burnet Avenue. This factory was served by a (steam) siding off of the West Shore mainline; the siding going directly into the building.

Picture below and map on page 184- Not too many years after the Third Rail Line's abandonment at the end of 1930, a New York Central Mogul, #1701, leads a freight train onto and across West Shore bridge W427's 62-foot span over Thompson Road. Is that a paved road, finally? This train originated on the Central's Chenango Branch at Earlville where it connected with the Ontario & Western, and gained the WSRR not very far east (right). As the map on page 184 shows, Oneida Railway Company Stop 38 had been located on the embankment just to the west of the bridge abutment #1701 is upon. Just out of the picture at left, the WSRR, and earlier ORCo interurbans, had crossed over the NYC passenger train mainline via bridge W428. This mainline, visible directly in front of #1701's pilot beam, was the Central's passenger train artery into and out of its Washington Street Terminal in Syracuse. A picture of bridge W428 is inset into the map on page 184. The view looks east with the passenger mainline at grade. This picture was taken during April 1934 by William M. Hayes and comes from the collection of A. Bruce Tracy. Page 184- Both NARA collection.

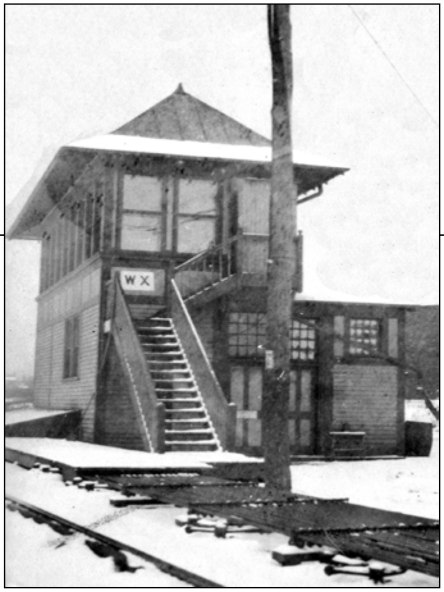


Oneida Railway Company
Stop 38





ORCo - WSRR
Block Station WX

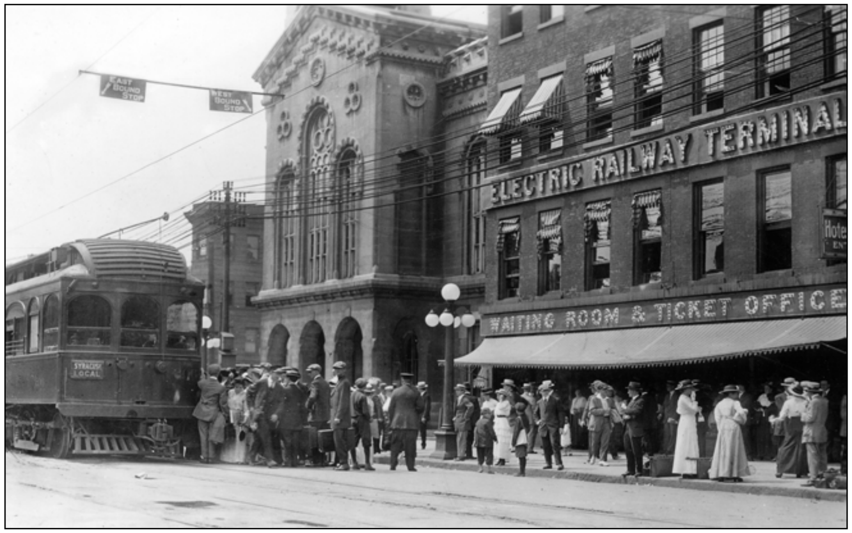


B.S. WX (left) was another unique facility, in that it was the only building sized 12'X30' with eight side windows, and housing a 42 lever machine. It's a certainty that all those levers were kept busy because of the block station's location. It sat on the north side of a short section of 2-track railroad that expanded to 4-tracks to both its east and west. The junction was made all the more complex because at WX was where the ORCo 2-tracks crossed from the south side of the right-of-way to the north, with the WSRR changing from north to south. This was the point that WSRR steam trains, that had left the ORCo line at Kirkville Junction, returned to their mainline trackage to continue west – after stopping at Dewitt Yard, of course. The trackage at far left middle on this map nearly coincides with trackage shown in the lower right corner of the map on page 95. Both- NARA collection.

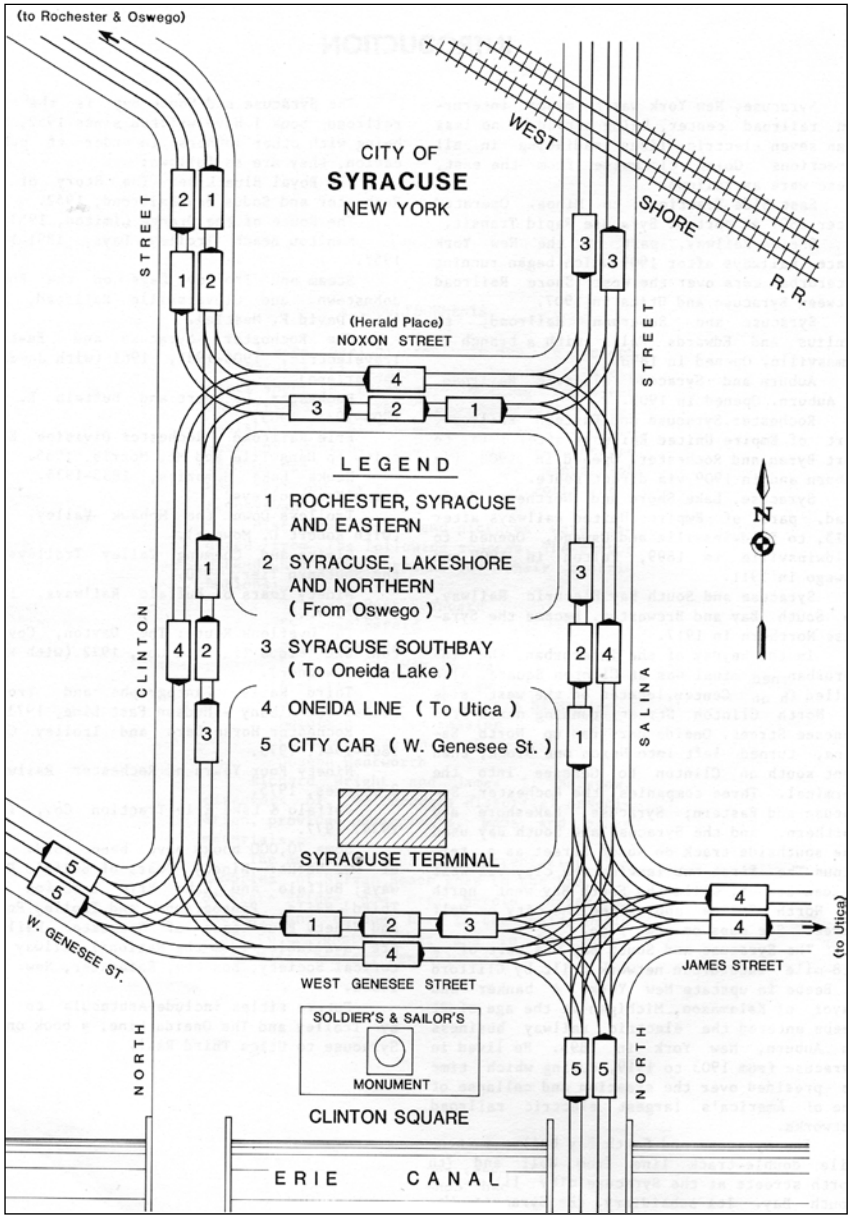
Stop 39- Nichol's Street, was just east of milepost 276. This Stop was discontinued prior to issuance of the January 2, 1913 timetable. It had been situated at the easterly end of Eastwood Yard, which is where the eastward end of the changeover point was located. When in-service, this Stop was situated along the four tracks that extended westward from B.S. WX, only two of which were for the Third Rail's interurban cars, while the other two tracks were used by West Shore freight trains going to or leaving from the NYC's Dewitt Yard in East Syracuse. At Kirkville Junction, all West Shore steam trains, whether passenger or freight, used the connection track that led from the West Shore mainline to the NYC mainline, so that from Kirkville to WX the OR had exclusive use of the West Shore mainline. West Shore freight trains heading westward from Dewitt Yard returned to the West Shore mainline at B.S. WX, which is where the Oneida Railway diverged off the mainline to head to its changeover point and the Syracuse Rapid Transit connection at Burnet Avenue. (See map on page 109.)

Stop 40- Cheesbrough Avenue, at milepost 276.1, was where the connecting track from B.S. WX, that had run through Eastwood Yard and the changeover point, met the SRT's Burnet Avenue line. This Stop was just within the Syracuse city limits. No shelters or platforms were known to have existed at Stop 40. (See map on page 109.)

From Oneida Railway Company's Stop 40, the inbound third rail interurban cars – now using their overhead power collection trolley pole – initially used Syracuse Rapid Transit's trackage within Burnet Avenue, Lodi Street, James Street, Hawley Avenue, and North Salina Street to reach the original terminal. Cars were then turned on a wye at North Salina and Butternut streets. Outbound cars used North Salina Street, James Street, and Burnet Avenue to reach Stop 40. At this time Burnet Avenue still had only one track, but by the time the Electric Railway Terminal, at Clinton Square's Empire House had become the Syracuse Terminal on June 1, 1909, a second track had been laid along Burnet Avenue. This allowed a simplified routing for inbound and outbound cars. Between Stop 40 and the Electric Railway Terminal, the following route was used: Burnet Avenue to James Street, where the West Shore Railroad mainline was crossed. James Street was then used to North Salina Street. Because the cars were single-ended they then headed north on Salina, west on Noxon Street, south on Clinton Street, and east on West Genesee Street, stopping at the terminal. By



Above- Beginning June 1, 1909, ORCo interurbans began using the Electric Railway Terminal in Clinton Square as its Syracuse terminus. In this view, the Terminal is at right, while a Syracuse Local interurban discharges its inbound passengers into a crowd of fellas waiting to go outbound. Because of the car number (306) and the fact that a third rail pickup shoe is not present on the (trailing) truck, we know this is not an ORCo car. By examining the diagram on the facing page we can determine that this is a car from either the RS&E, SL&N, or S&SB. All ORCo arriving and departing cars faced forward when at the Electric Railway Terminal.



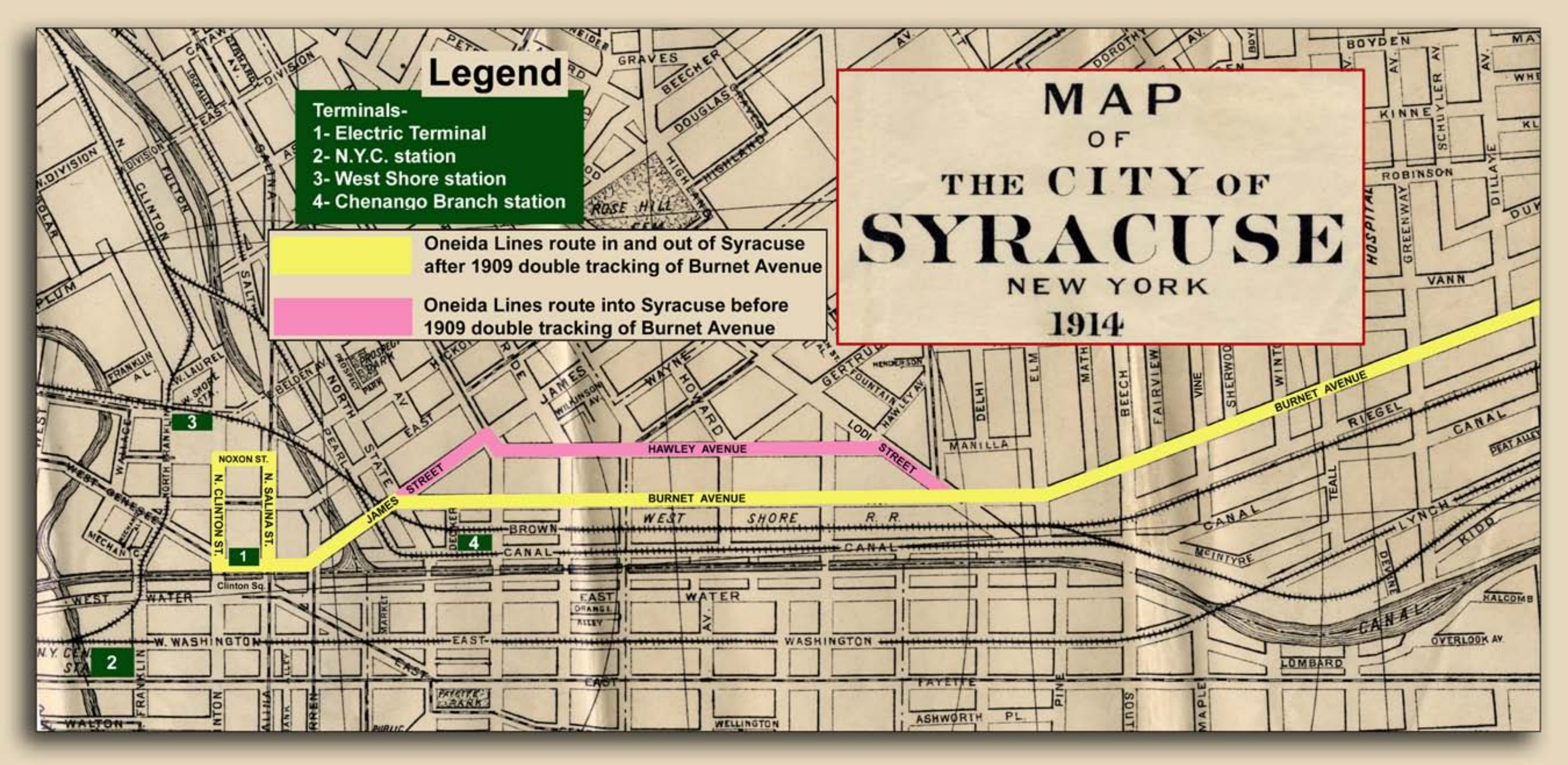
Left- This diagram depicts the James, Salina, Noxon, Clinton, and Genesee Street routing Oneida Line (ORCo) interurbans used to reach the Electric Railway Terminal. In so doing, the single-ended inbound cars were turned and ready to proceed outbound. Courtesy of Shelden S. King.

completing this roundabout maneuver the cars were then positioned so as to leave outbound via East Genesee Street, James Street and Burnet Avenue. On Noxon Street several sidings allowed cars to lay over in between their runs.

You may have noticed in the above routing that the SRT's James Street line crossed the West Shore Railroad mainline to get to the Electric Railway Terminal. If you did, you may be wondering, "Why didn't the Third Rail Line use the West Shore to this point before entering city trackage?" The answer is simple. Several years prior to the electric conversion of the West Shore was even considered, the NYC was already planning to elevate the West Shore mainline through Syracuse, making it their main Syracuse passenger trackage. This was eventually accomplished in 1936. When this was done, the West Shore mainline would have been elevated at James Street, whereas it would still be on the ground in Eastwood. The NYC did not know in 1907 that the Third Rail Line would pass into history before they actively pursued the West Shore elevation project.

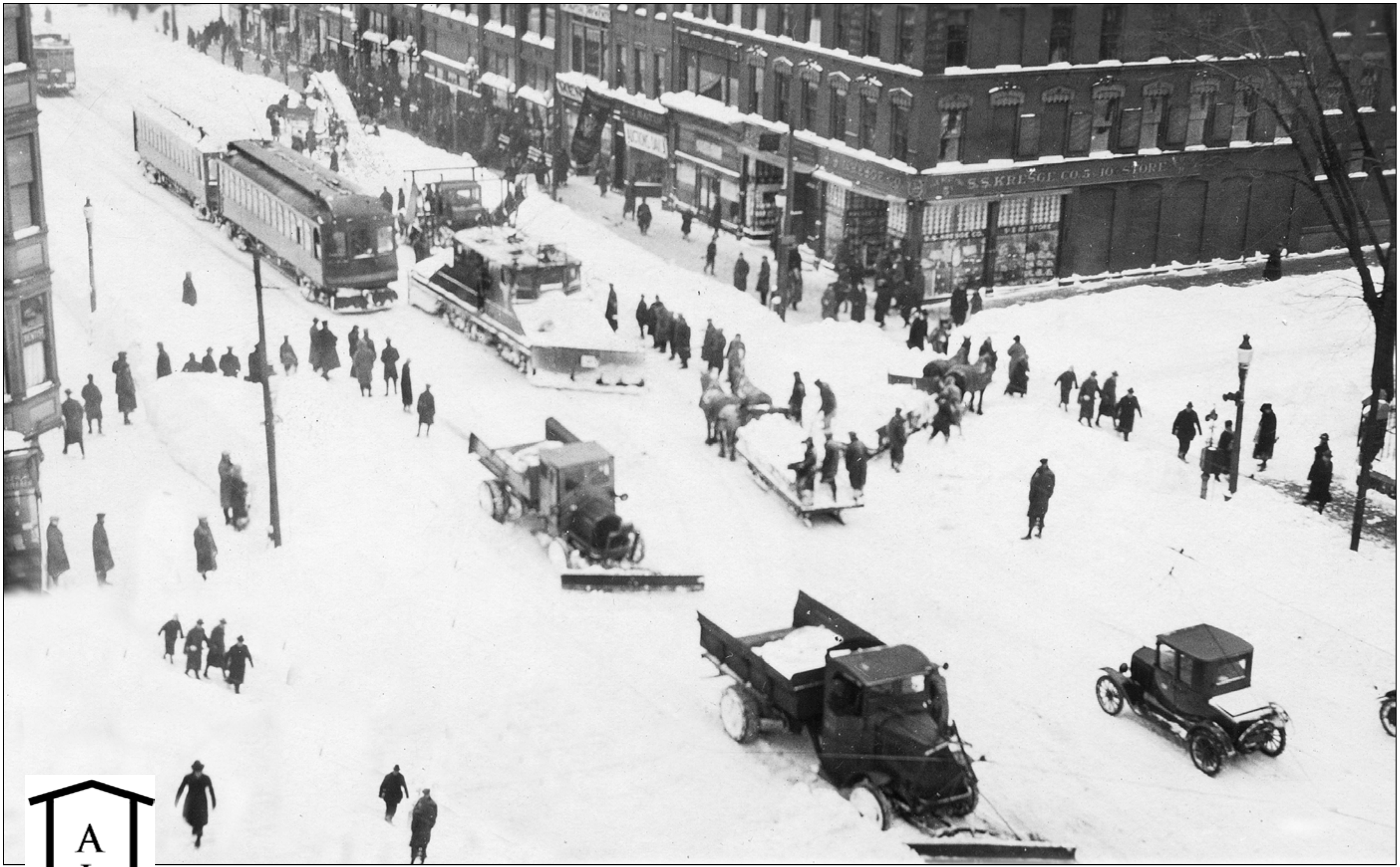
In a similar fashion to that established at Utica only days before the opening of the Third Rail Line, ORCo interurban cars were allowed to make stops both inbound and outbound for Third Rail passengers. In the same survey mentioned earlier, Third rail Line interurban cars averaged stopping at four city stops between Stop 40 and the Electric Railway Terminal. John Lunderman was the stationmaster at the Electric Railway Terminal for so many years that no one today remembers any other person to hold that position.

At the Electric Railway Terminal, passengers from the Oneida Railway Company cars could connect with City cars and electric interurbans of the RS&E, SL&N, S&SB railroads for travel to points north and west of Syracuse.


Legend
Terminals-
1- Electric Terminal
2- N.Y.C. station
3- West Shore station
4- Chenango Branch station
Oneida Lines route in and out of Syracuse after 1909 double tracking of Burnet Avenue
Oneida Lines route into Syracuse before 1909 double tracking of Burnet Avenue
MAP OF THE CITY OF SYRACUSE NEW YORK 1914
BURNET AVENUE
HAWLEY AVENUE
JAMES STREET
LODI STREET
NOXON ST.
N. CLINTON ST.
N. SALINA ST.
Clinton Sq.
WEST SHORE R. R.
CANAL
WATER
WASHINGTON
1
2
3
4

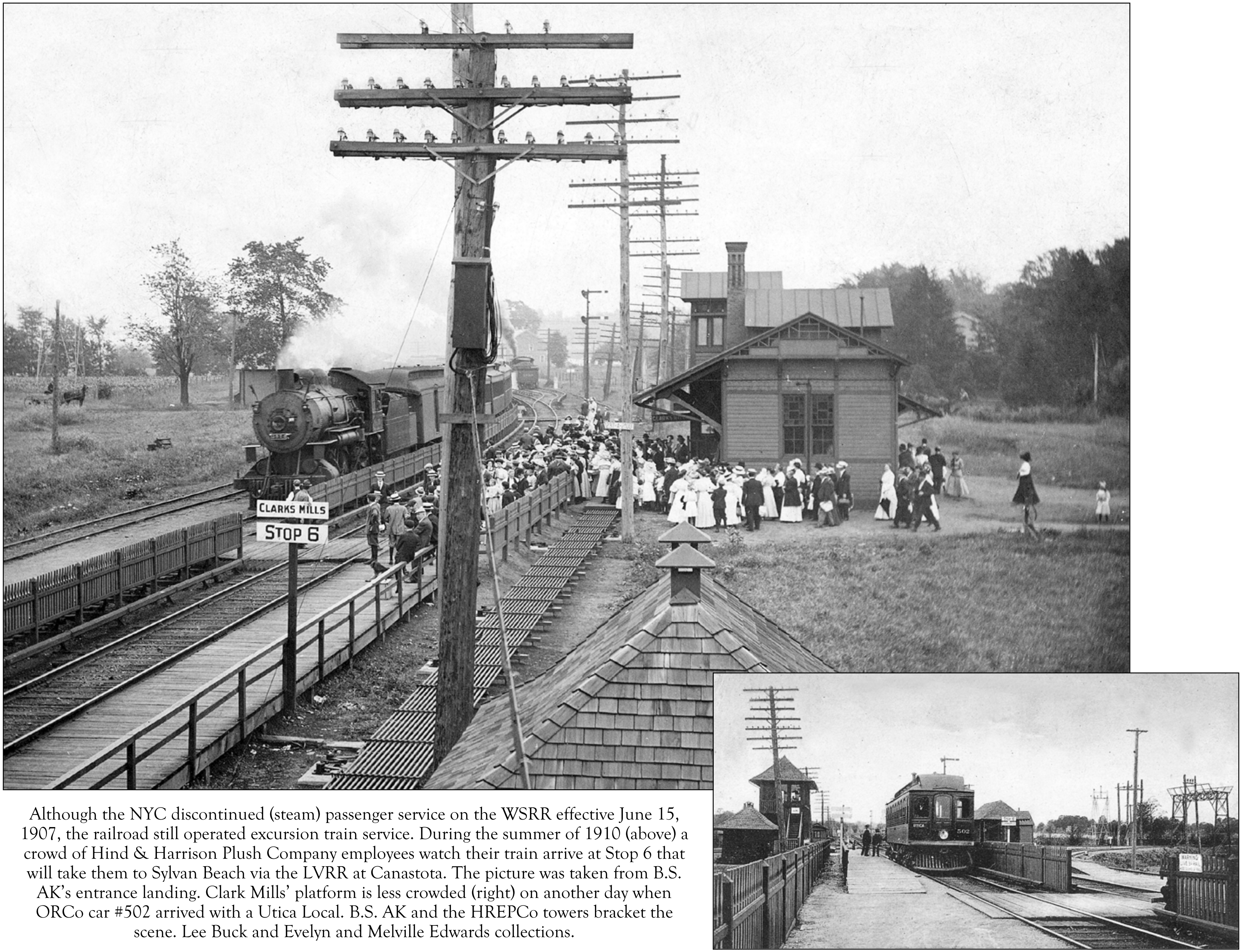
This was the modern Oneida Railway Company. Although only four years of age, the unique electric railway had reached maturity. In its short resurrection from its earliest days of being a horsecar trolley line, the Third Rail Line got its start on June 15, 1907, gave birth to the Kenwood Extension whose operation started December 1, 1909, and connected the Shoe with Oneida so that interurban cars could start using city trackage beginning October 31, 1911. In total the Oneida Railway Company operated over and managed 125 miles of third rail and overhead electrically powered railroad. Its uniqueness was not only that it was the first large scale conversion of a steam railroad to electric usage, but that it employed six changeover points so that the Third Rail Line could interact with Utica, Oneida, and Syracuse overhead city trolley systems effectively and efficiently. And, let's not forget the Peanut. Although it was not physically connected to the Third Rail Line its lifeblood of electric power was supplied directly from the parent company's third rail.

Having reached the zenith of its route system and operational form, the Oneida Railway Company's Third Rail Line and City system would reach age five. Under that corporate title, however, it would not live to see any other birthdays beyond that young age. The Mohawk Valley Company would not see another birthday, either.



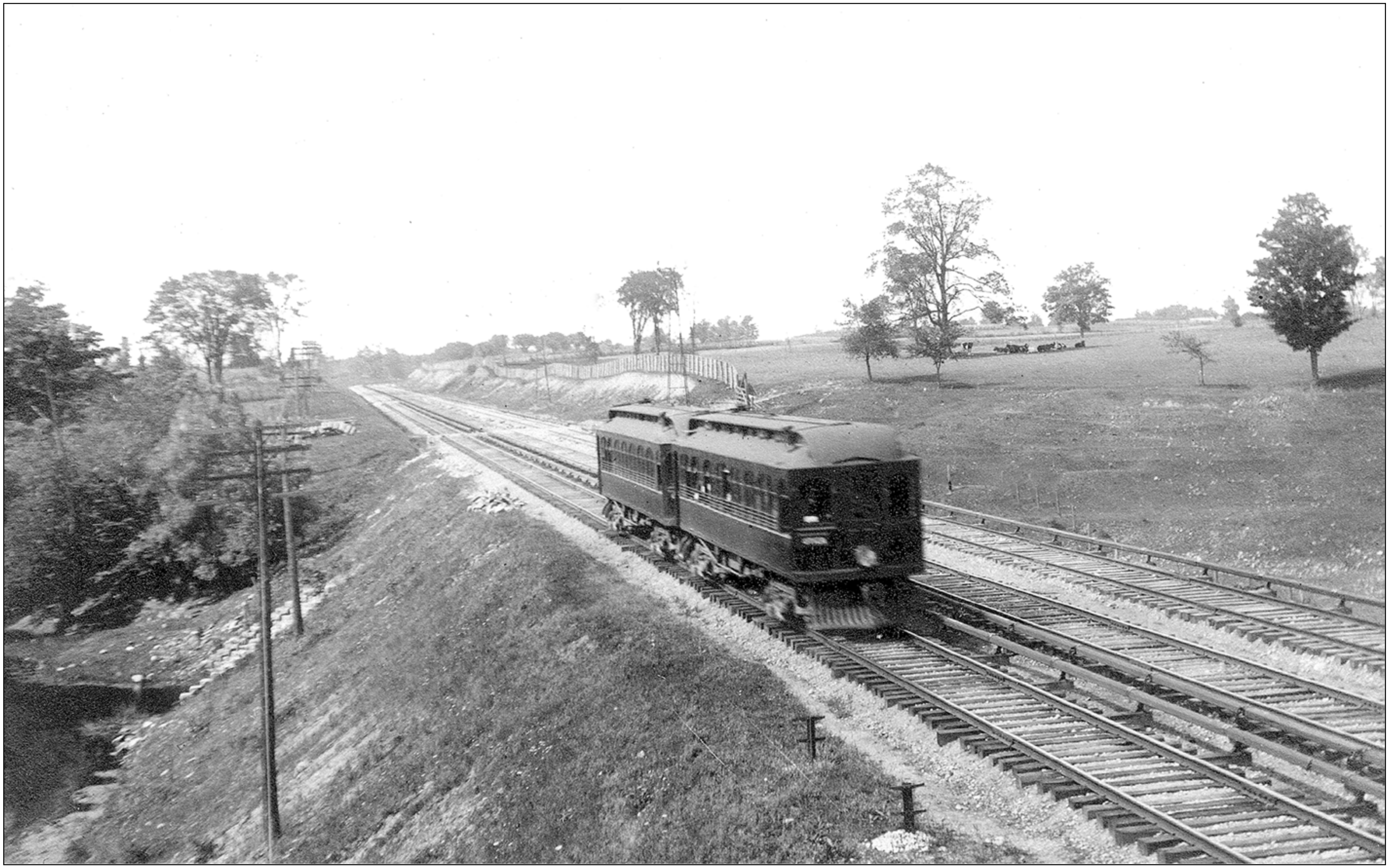
A
L
B
U
M

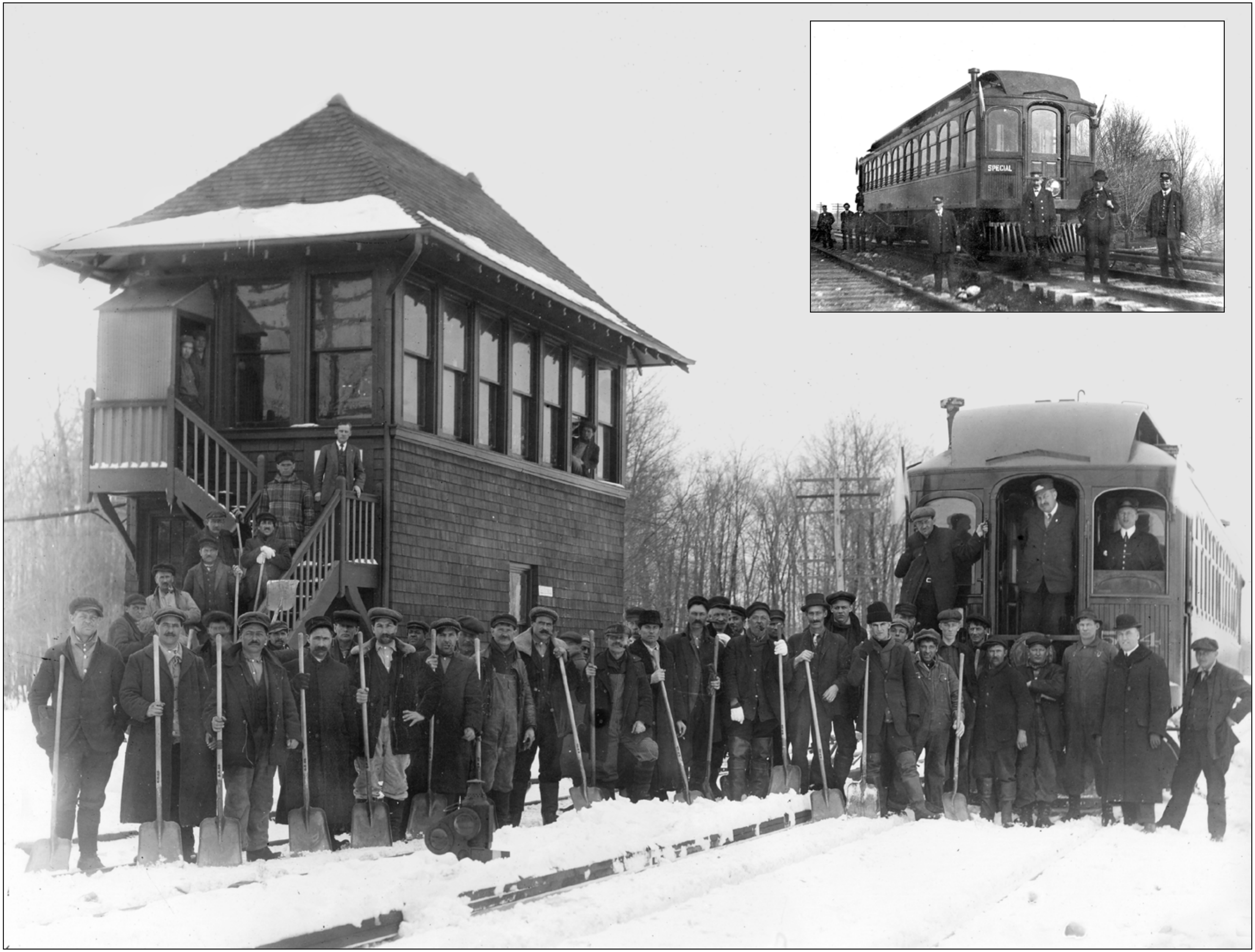
On the Road – Within the previous chapters, the conversion of the steam-powered West Shore Railroad into a Third Rail system has been explained, discussed, and examined. Now it's time to enjoy the rewards of the Oneida Railway Company's efforts. In this salon orientated portfolio, photographs of this unique third rail system will be presented – as this Album's title proclaims – On the Road. Above- A bevy of snow clearing machines, one of which is an ORCo 5000-series double-ended plow, clears a path for m.u.ed 500s on Genesee Street, Utica. Going up Genesee Street (south) was not the same dicey affair as it was for coupled 500s going down the thoroughfare. Oneida County Historical Society collection.

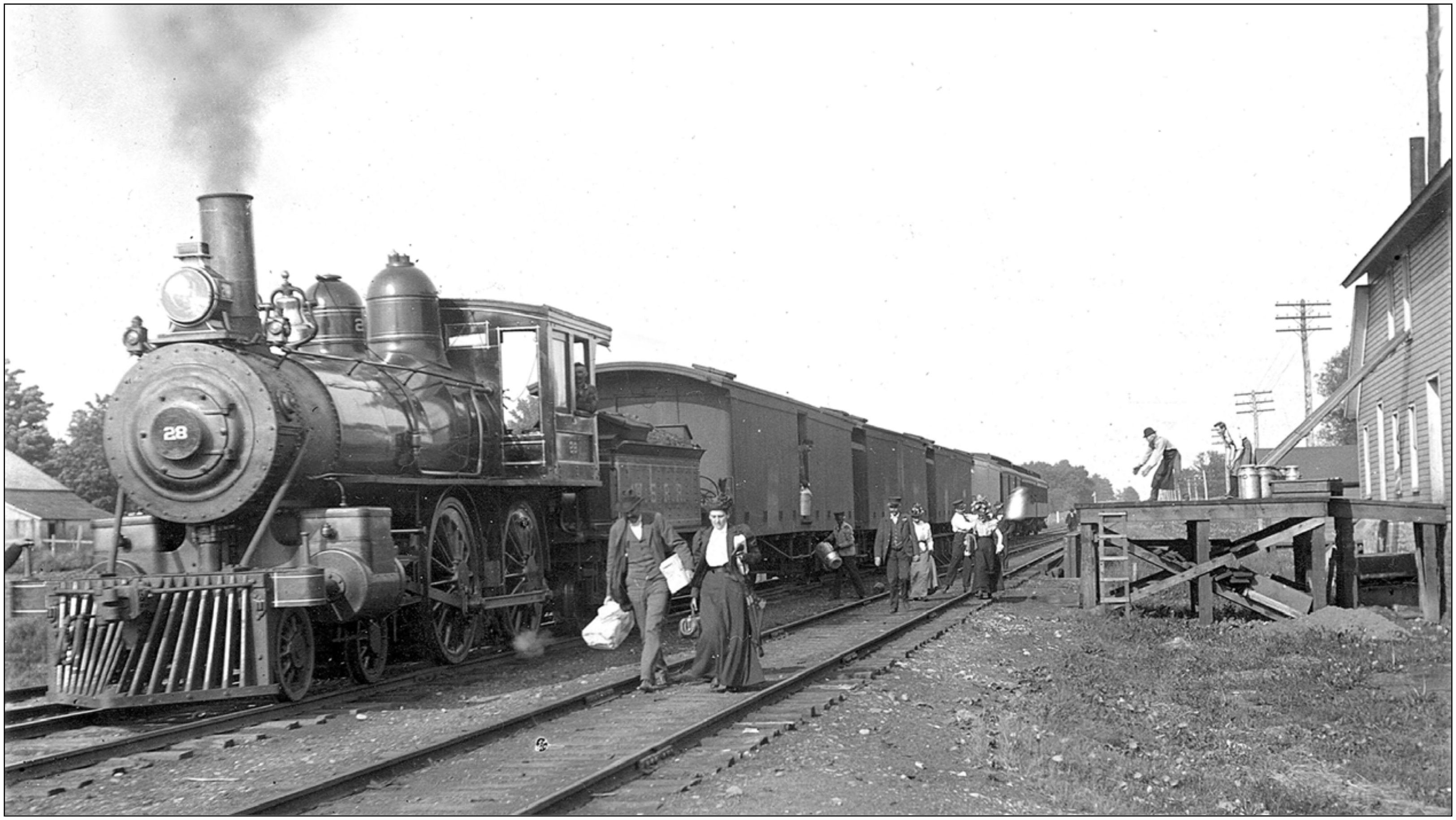


Although the NYC discontinued (steam) passenger service on the WSRR effective June 15, 1907, the railroad still operated excursion train service. During the summer of 1910 (above) a crowd of Hind & Harrison Plush Company employees watch their train arrive at Stop 6 that will take them to Sylvan Beach via the LVRR at Canastota. The picture was taken from B.S. AK's entrance landing. Clark Mills' platform is less crowded (right) on another day when ORCo car #502 arrived with a Utica Local. B.S. AK and the HREPCo towers bracket the scene. Lee Buck and Evelyn and Melville Edwards collections.

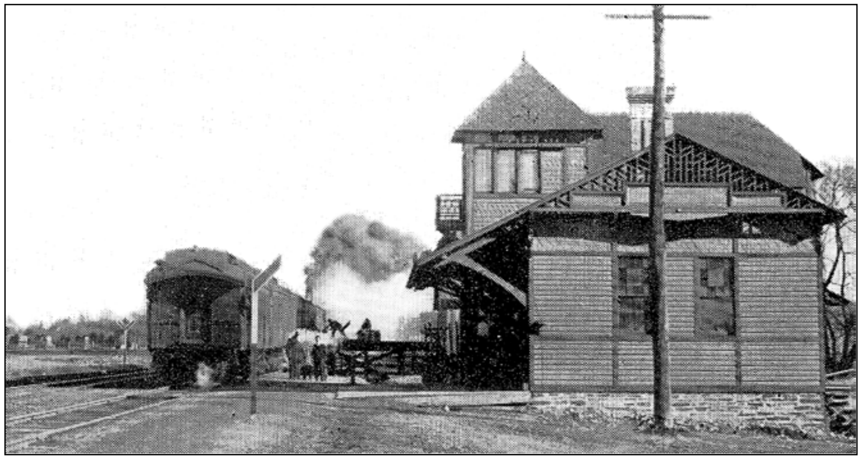
I know what you're thinking; you've already seen this picture on page i. Well, you're wrong, this is a different scene that was also taken along the shore of Hecla Pond. The presence of cows grazing in the shade, a lack of rails on the foreground holders, and – of course – this being a 2-car train are the differences. But, there are similarities, too. Both views show Hecla Pond and abutments for its outlet bridge W362a, and both cars are running east on track #1 South, later – and possibly at the time this picture was taken - #6. The other tracks were #2 Middle (5), and #2 North (7). Regardless of track, this was 50mph territory, and I'll bet that the motorman is pushing that a bit, too. He's descending Vernon Grade's east slope, you know. Oh, both pictures were taken using an open window in the Hecla icehouse, too. Collection of A. Bruce Tracy.

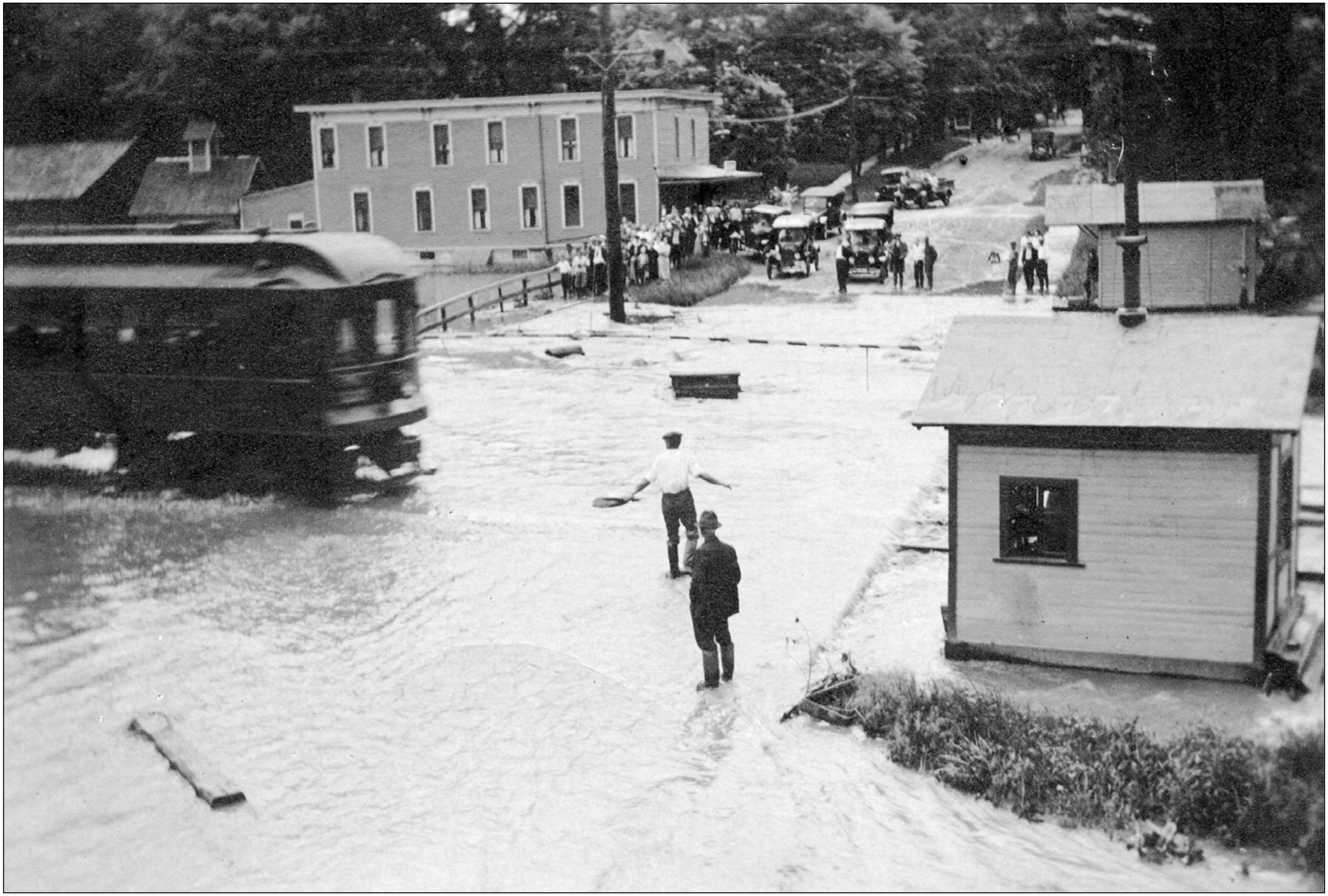



SPECIAL

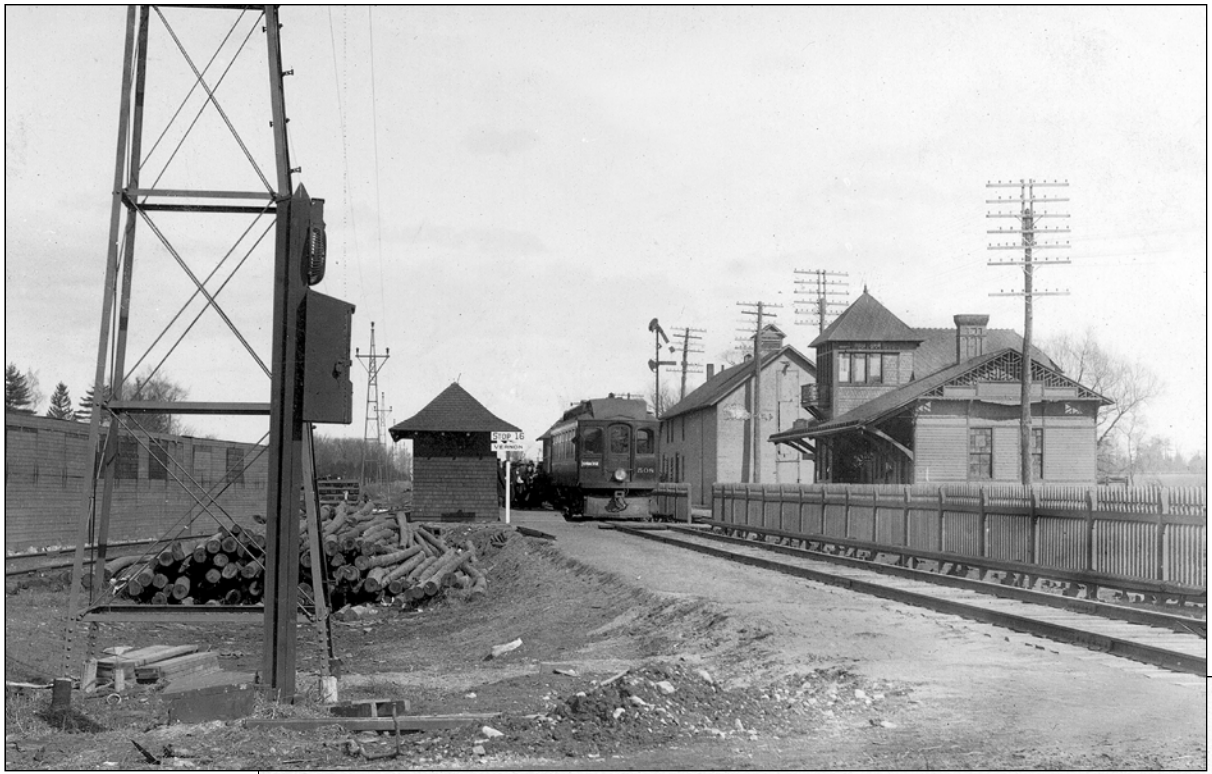


Left page- Not all interurbans zipped up and down Vernon Grade. Sometimes cars were requisitioned for maintenance or inspection duties. In the main picture, car #504 (eastbound) is stopped at B.S. VG where it had brought a gang of shovelers to clear snow from the switches and piping associated with the block station's duties. The leverman is on VG's middle landing; conductor and motorman are within the car's middle and right windows. It would be real nice to know who these fellows are but, unfortunately, they identity must remain unknown. Similarly with the laborers who, most likely, are just transient to the assignment. The inset picture shows a "Special" car stopped on track #2 Middle at Stop 7, Comstock Highway. Inspecting the right-of-way appears to be these fellow's undertaking. This page, above- Third rail, and B.S. VO, had yet to come to Vernon when Virgil Lewis photographed WSRR milk train #1089 there. The train has stopped where transferring cans from the milk station to the milk car could be done most effectively without much consideration for passengers having to walk on the eastbound track to get to the depot. Right- Regular, infrequent, steam service said good-bye to Vernon not long afterward in favor of timely and plentiful electric cars.

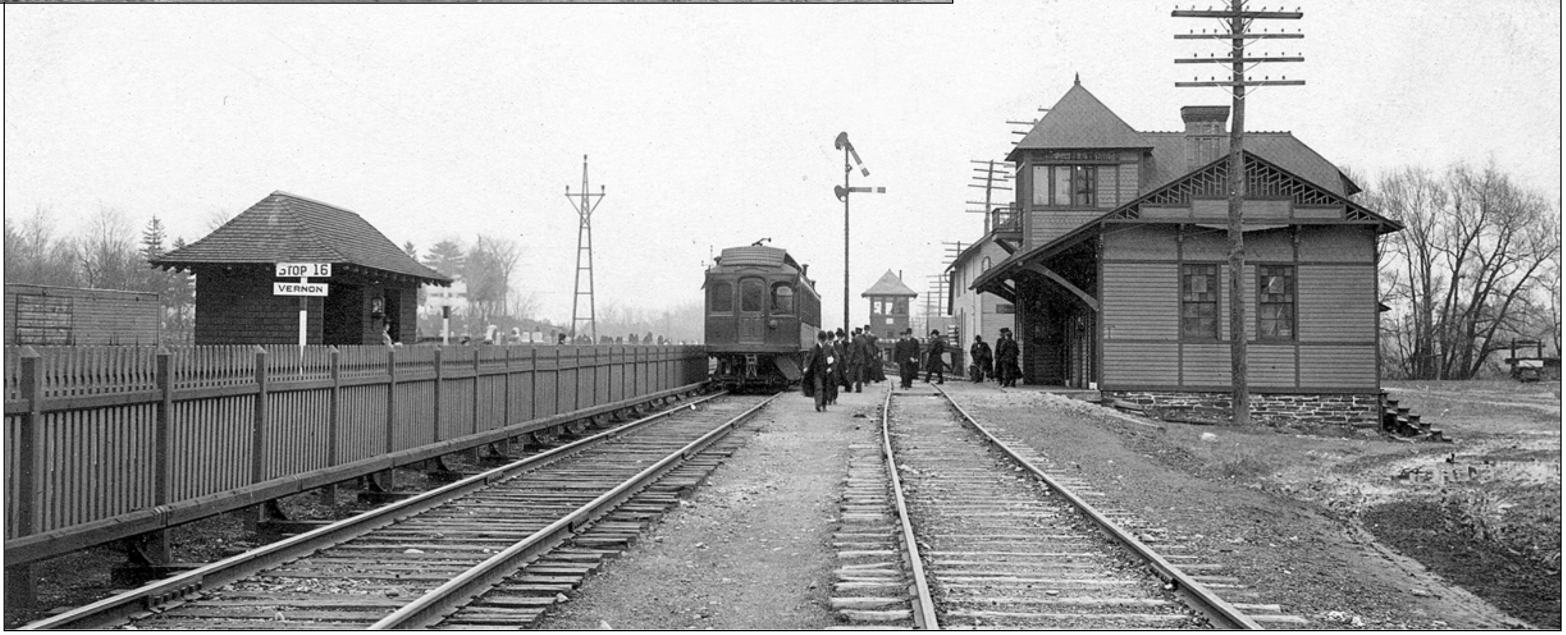


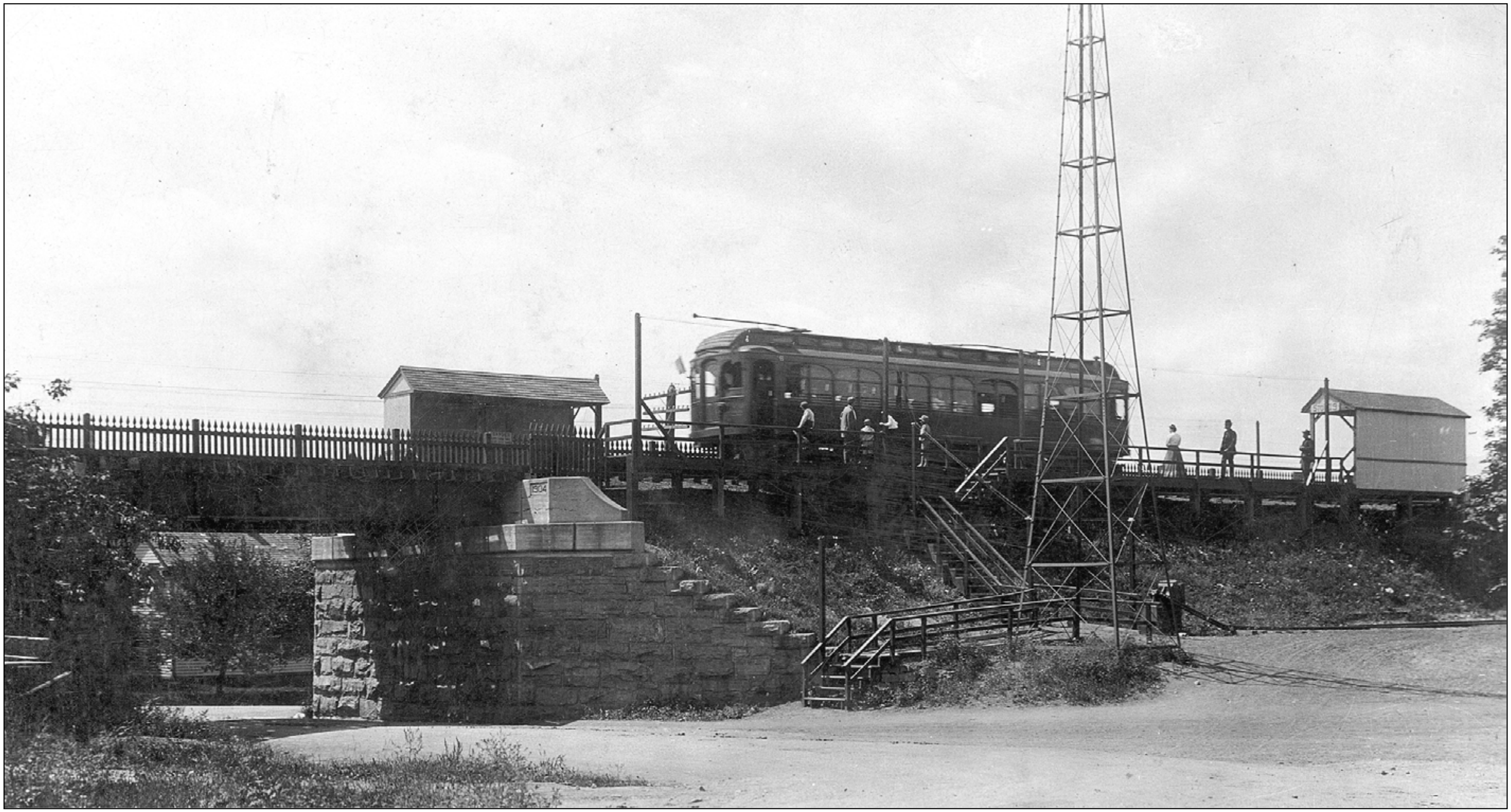


Occasionally the Sconondoa Creek overflowed its bank and flooded Stop 16's low-lying station grounds. On June 11, 1922, a 500 tip-toes across Verona Street; the motorman having built up just enough momentum to coast across the break without causing any splashing so as to short out all his electrical gear. The shack at right is the flagman's shanty; the building behind the on-looking crowd is the West Shore Hotel. Vernon Historical Society collection.



With the demise of steam passenger service to the Utica-Syracuse corridor, an average of 38 ORCo "Local" trains daily called at Stop 16. ("Limited" Stops at Oneida-Main Street and Canastota saw additional service.) In the two views presented here, westbound (left) and eastbound (below) cars make their call at Vernon, and all of the structural elements of the electrification are present: the WSRR Vernon station, shelter #269, B.S. VO, transmission line towers #102 (below) and #103 (left, with other eastward towers #102, 101, and 100), standard fencing and, of course, the third rail itself. The non-electrified sidings are for an independent coal dealer and freight house (left), and N.A. Tyler Lumber Company and Borden's facility, below.
Collections of A. Bruce Tracy and Robert Morris.



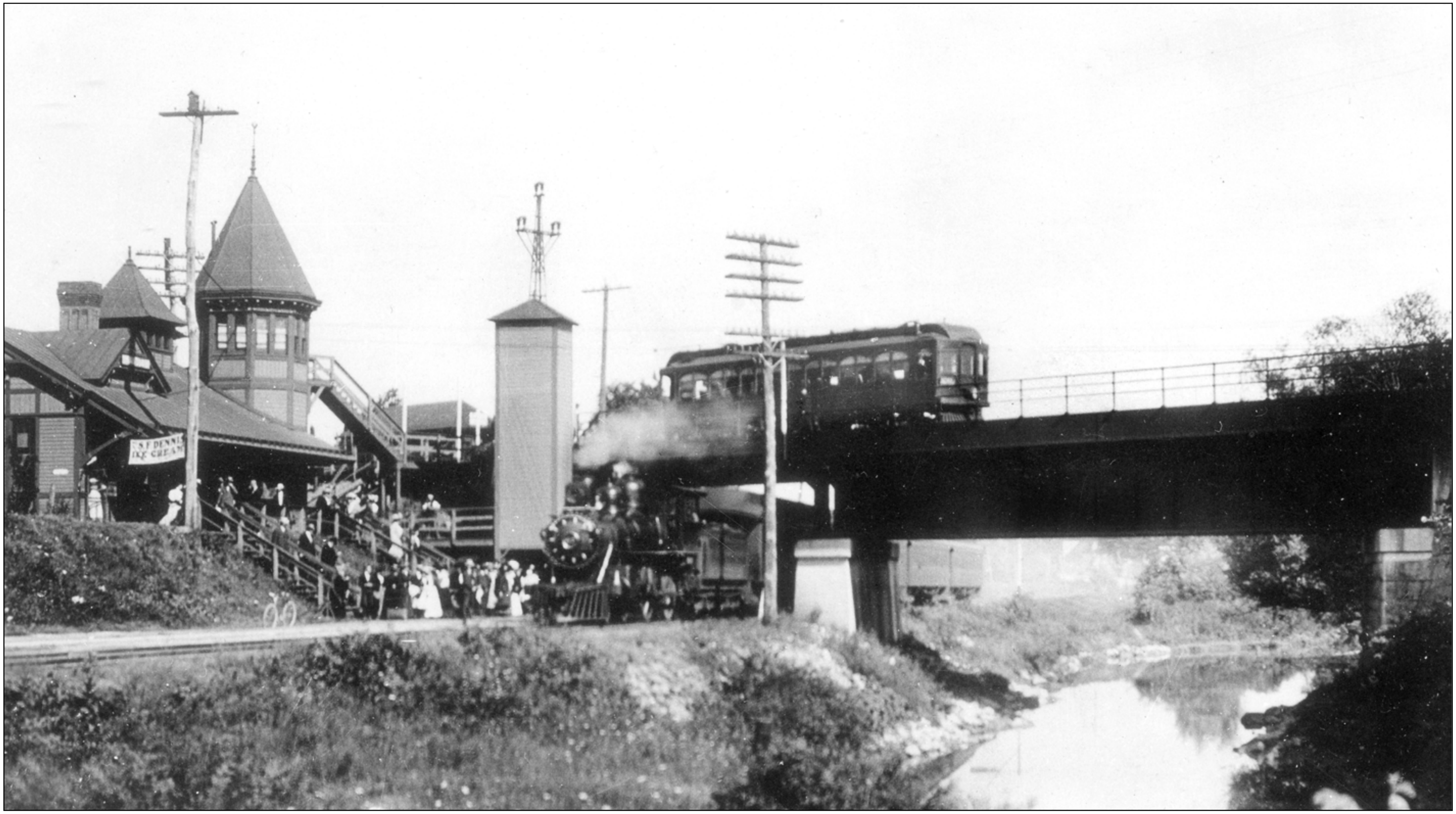


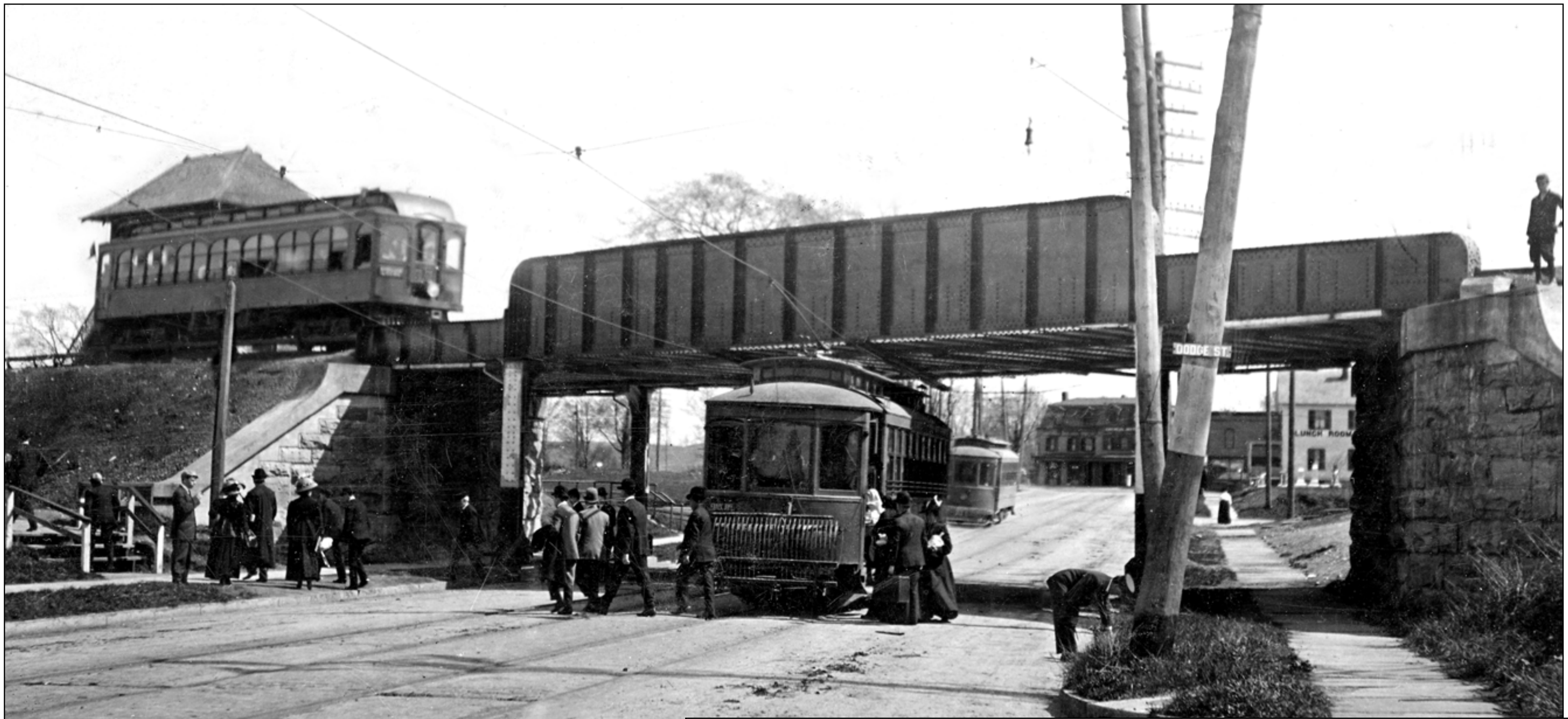
Above- This photograph has been used widely in other historic accounts of the Oneida Railway Company, and has always been captioned as showing activity at Stop 38, Thompson Road. That, however, is not the case, because on the end face of the shelter at right is a sign that (under enlargement) reads “Stop19.” It is precisely that shelter that can “throw off” a researcher as it is not the same shelter we have previously seen on pages 101, 147, and 163. This scene at Sherrill most likely predates the “Special” shelter’s replacement of the one shown as #336. Other than the substitution of shelters, all of the elements shown are identical to a similar view on page 163 that was also taken on the north side of the WSRR-ORCo right-of-way: Bridge W379 with its newly added concrete “shoulder” dated 1902, transmission tower #141, eastbound shelter #246, and the “bumper block” for the OCL’s siding. The car is #522, westbound. Collection of A. Bruce Tracy. Facing page- Oneida-Main Street (Castle) may have been the most photographed Stop on the Third Rail Line. The WSRR-O&W Victorian depot was attractive from any angle, which was enhanced by the associated elements of the free-standing baggage tower, the bridge (W383) that allowed both the O&W and Oneida Creek to pass under the WSRR, and that noteworthy transmission tower #170. Why is this tower noteworthy? Because you don’t see many pictures of a tower with six insulators at its top. Why 6 insulators? These insulator double sets were used in applications where curvature of the line was present, so as to reduce the line’s tendency to “pull over” a tower. In the main picture, eastward car #506 is boarding passengers and is in Limited service, as is car #516, inset. The sign satisfactorily identifies the location. The transmission line tower is #169.

ST DENNIS
ICE CREAM

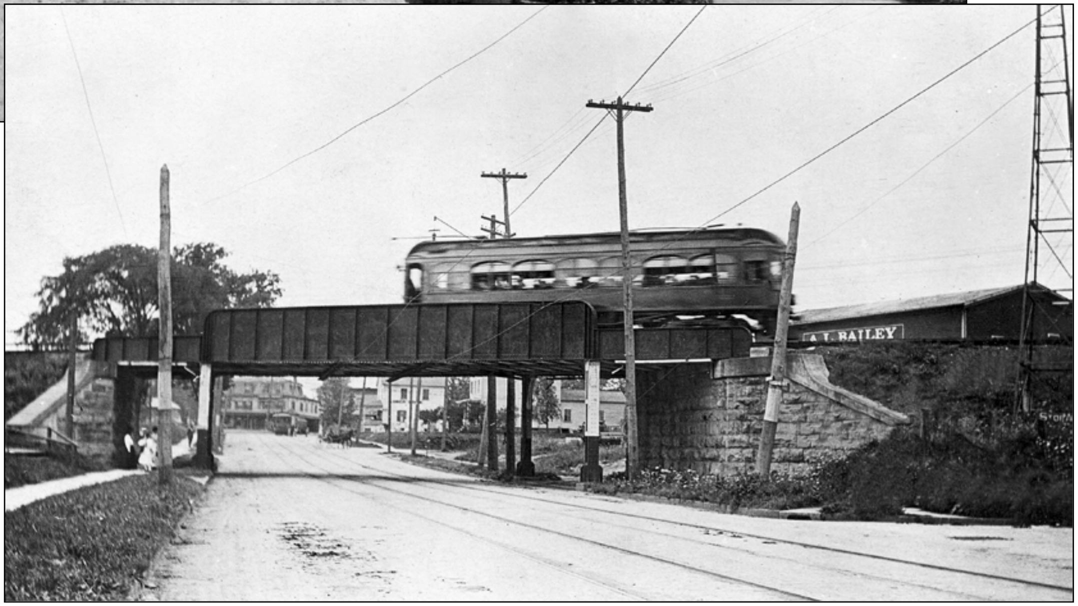
STOP 21
ONEIDA-MAIN ST
516

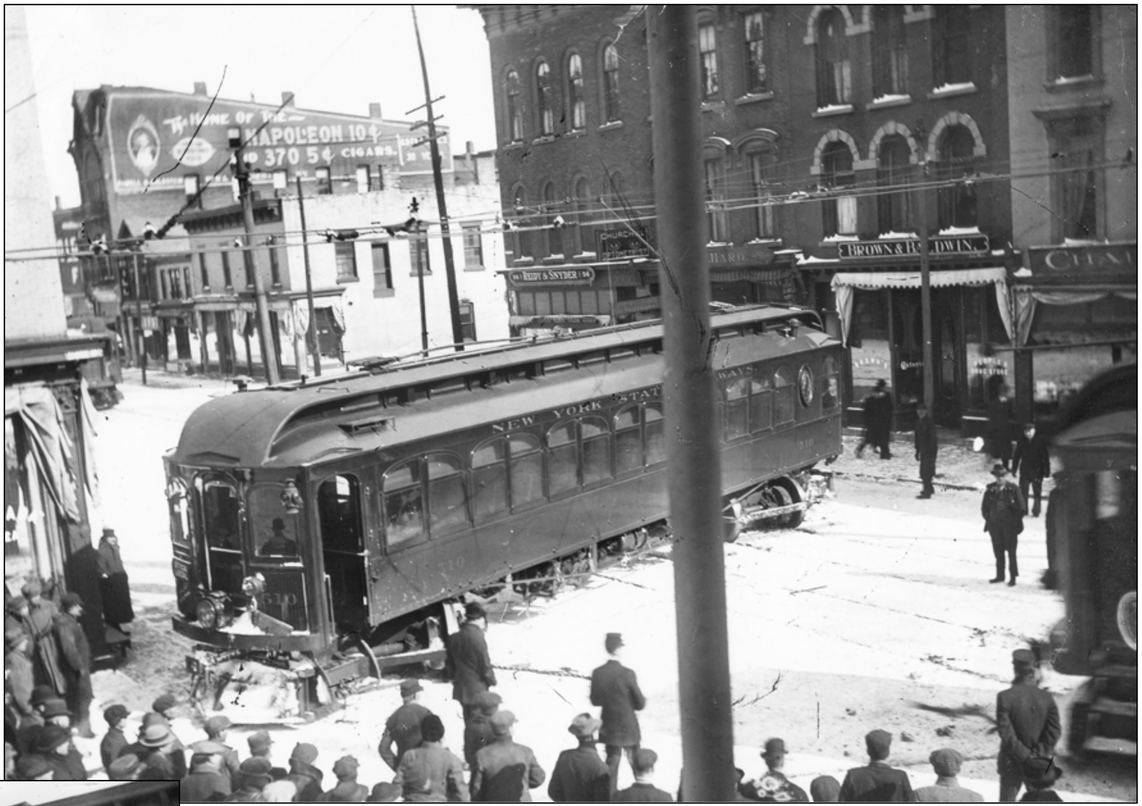
Below- During the short summer season in central New York, generally July 1 until September 1, Stop 21 became the Gateway to Sylvan Beach. This was THE place where interurbans dropped off sun worshipers and fun seekers so that they could ride a Beach-bound O&W train. Although both the O&W and LVRR both provided service to Sylvan Beach, it was this interchange that the overwhelming number of travelers used to get to the Oneida Lake destination. On days when the big picnics were being held at the Beach (Hop Growers, Trainman's, and Colored) upwards of 4,000 people switched from electric to steam trains here. So, why was it that the Hind & Harrison Plush Company employees arranged for an WSRR excursion train (page 190) to take them to the Beach via the LVRR at Canastota? Cost, most likely, plus logistics. The ORCo may not have been able to supply the number of cars required to carry all of the people, thus the West Shore was called upon and could provide a better rate. Then, why did the train go to Canastota (Stop 25) rather than stop here at Oneida (Stop 21)? Convenience. At Canastota the entire train – including the engine – could be switched so that the excursionists would not have to change cars. At Oneida, the entire train could not (any longer) be switched directly onto the O&W. What's going on here, is an ORCo car has deposited its passengers at Stop 21, and they have taken the stairs down to the "lower level" to await a Beach bound O&W train. That train, however, is not the one pictured, as this train is south, rather than north, bound. This image is produced from a colorized postcard, and is the only such picture showing a meeting of the ORCo and O&W. Thousands of folks rode the train to and from here; only this one picture adequately portrays the main Beach Gateway. Collection of A. Bruce Tracy.

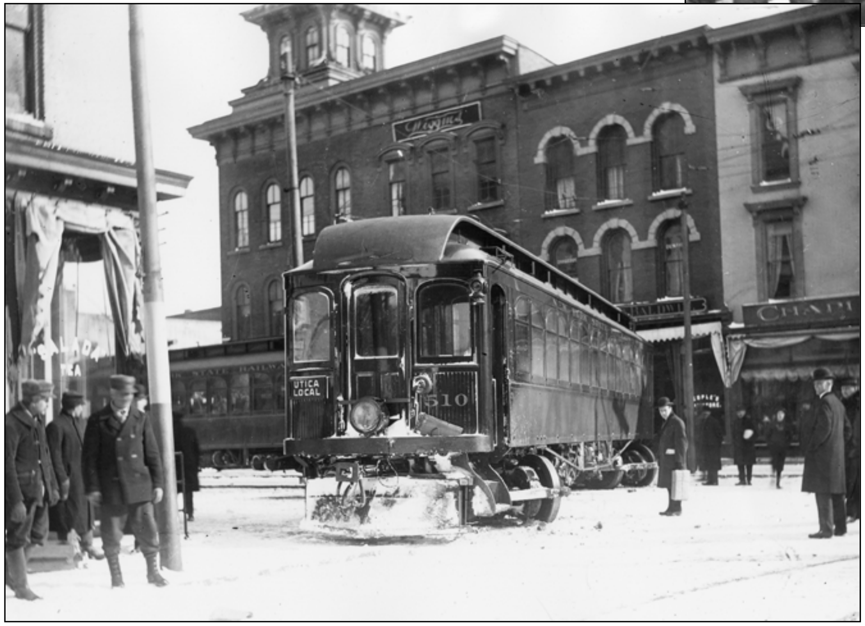




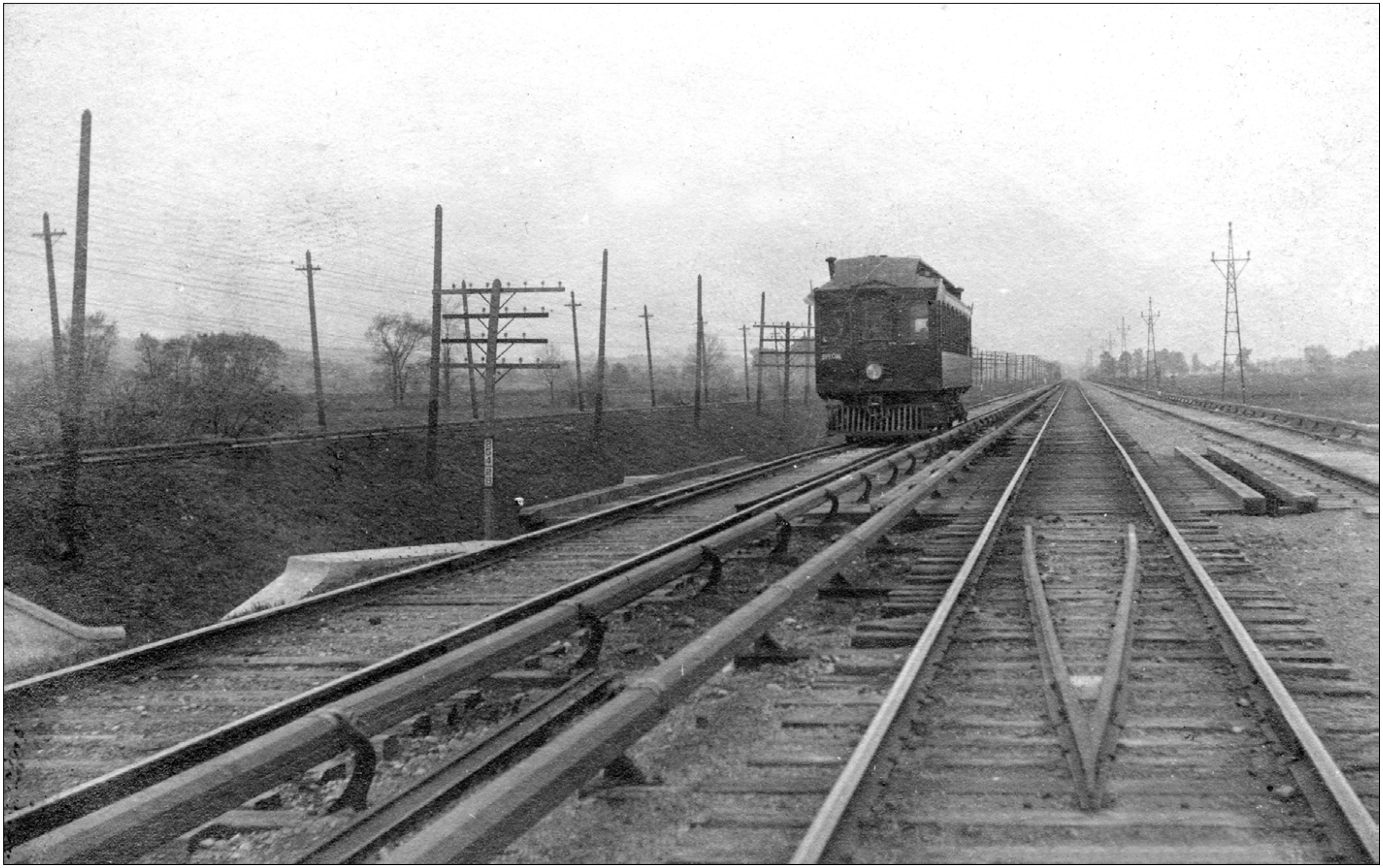
Stop 21 was, of course, also where the ORCo's Third Rail Line met its City line, and that meeting is no better displayed than the picture above. A Syracuse bound Limited has just departed the Stop and is passing B.S. YO, while under bridge W384 that the 500 is about to cross, several City cars wait to head north to Madison Square, the NYC station, and on to Lenox Avenue. Maybe one of the two will go to the O&W station! Providing the picture was taken after November 1, 1911. While the lead car is discharging and loading riders, the motorman is picking daisies at lower right. Atop the bridge abutment, a gent watches both him and the photographer. Right- From the other side of Main Street, another westward car crosses bridge W384 at transmission tower #171. In the distance a City car waits at the Seneca Turnpike end of track. The Garage was just beyond the A.T. Bailey coal shed. Both- A. Bruce Tracy collection.





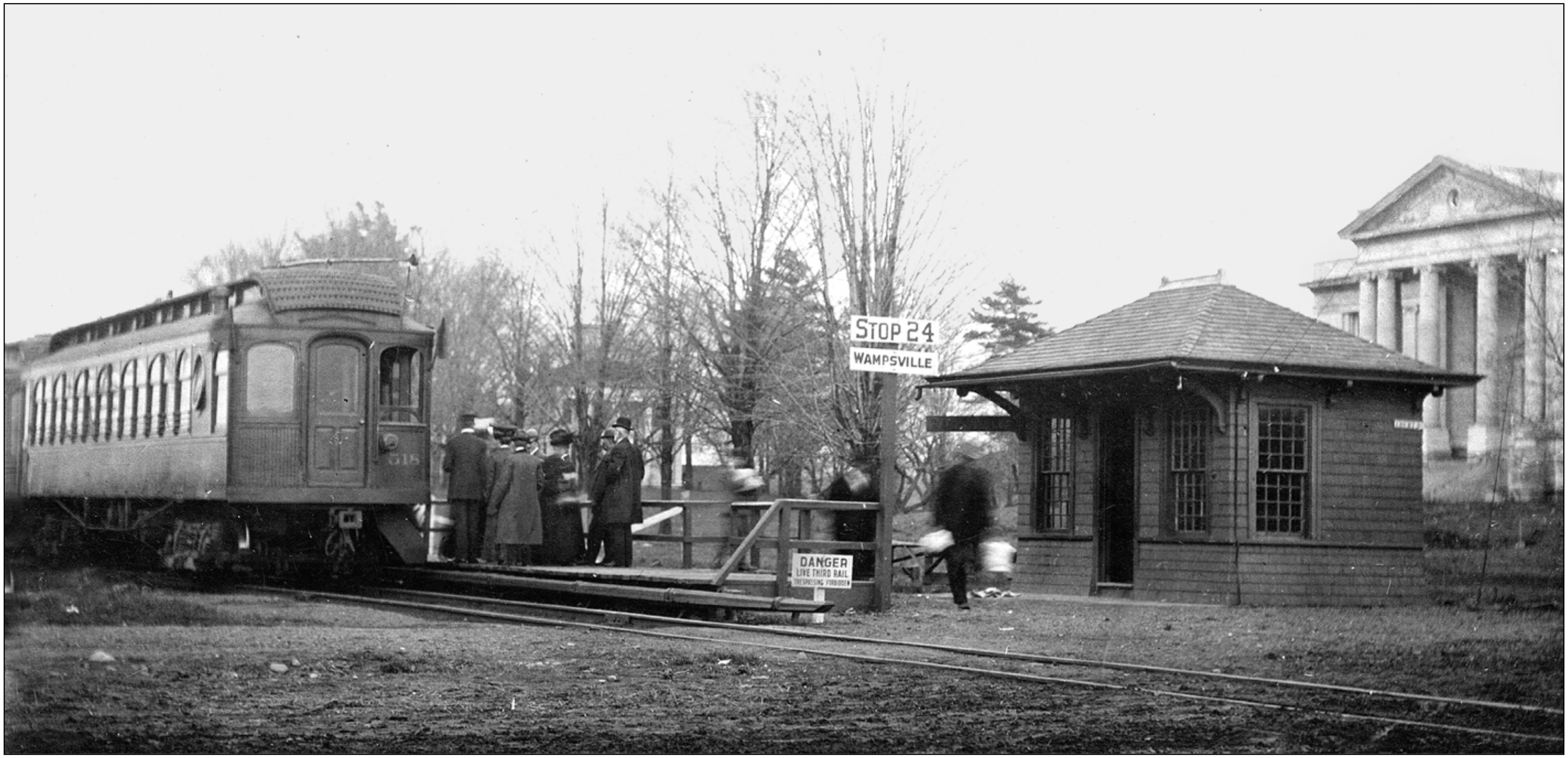


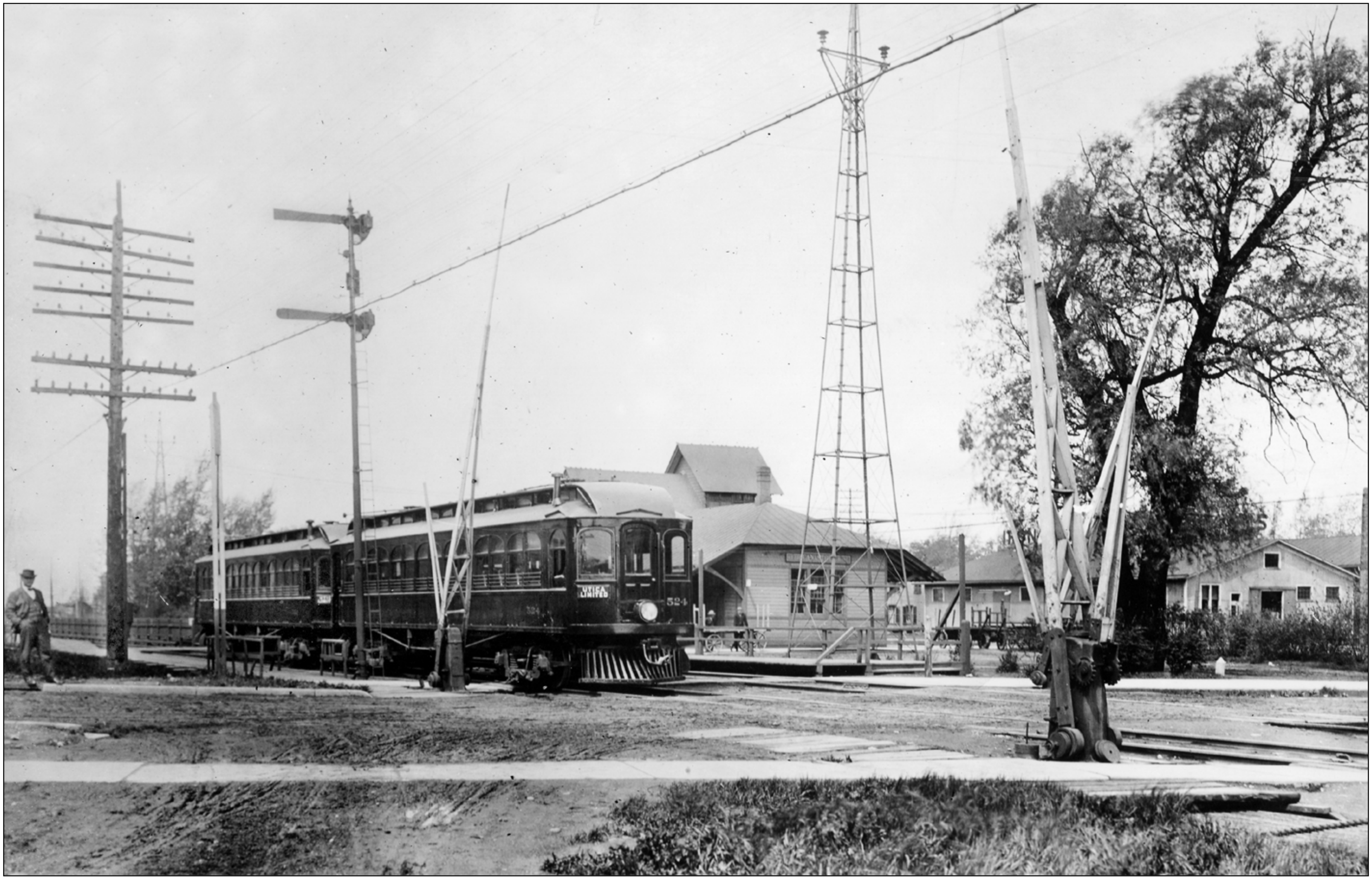
Car #510, running as a Utica Local, was proceeding merrily through downtown Oneida until it stubbed its toe, lost its footing, and derailed ninety degrees to completely block the Main Street thoroughfare. While it sat forlornly awaiting assistance, a City car (at right, above) has nosed up to see what all the fuss is about. Not long afterward, another 500 (left, at left) has come on the scene to lend assistance to its brother. Such occasions, fortunately, rarely interrupted the frequent passing of the big cars upon City trackage. Note that both 500s are lettered for the New York State Railways. The who? Well, we're get to New York State Railways in Chapter 8, which is appropriately titled "Oneida Lines." That lettering, however, tells us that the pictures were taken after October 31, 1912 – the day the Oneida Railway Company became a fallen flag. But, I'm getting ahead of myself. Both- Photographs by Torrey Caruthers.



A lone 500, in Special service, races eastward on track #6 at milepost 254.25 just west of Clockville Road; the tangent track and transmission line creating a vanishing point in the direction of Canastota. This is the ORCo's 4-track section, with the separated ex-Go-Buggy line at far left. The partial culvert shoulder at middle left is the same one as shown being installed on Page 31. Note that the overhead trolley support poles used formerly on the Go-Buggy are still present, the south ones now being used for utilities. A. Bruce Tracy collection.

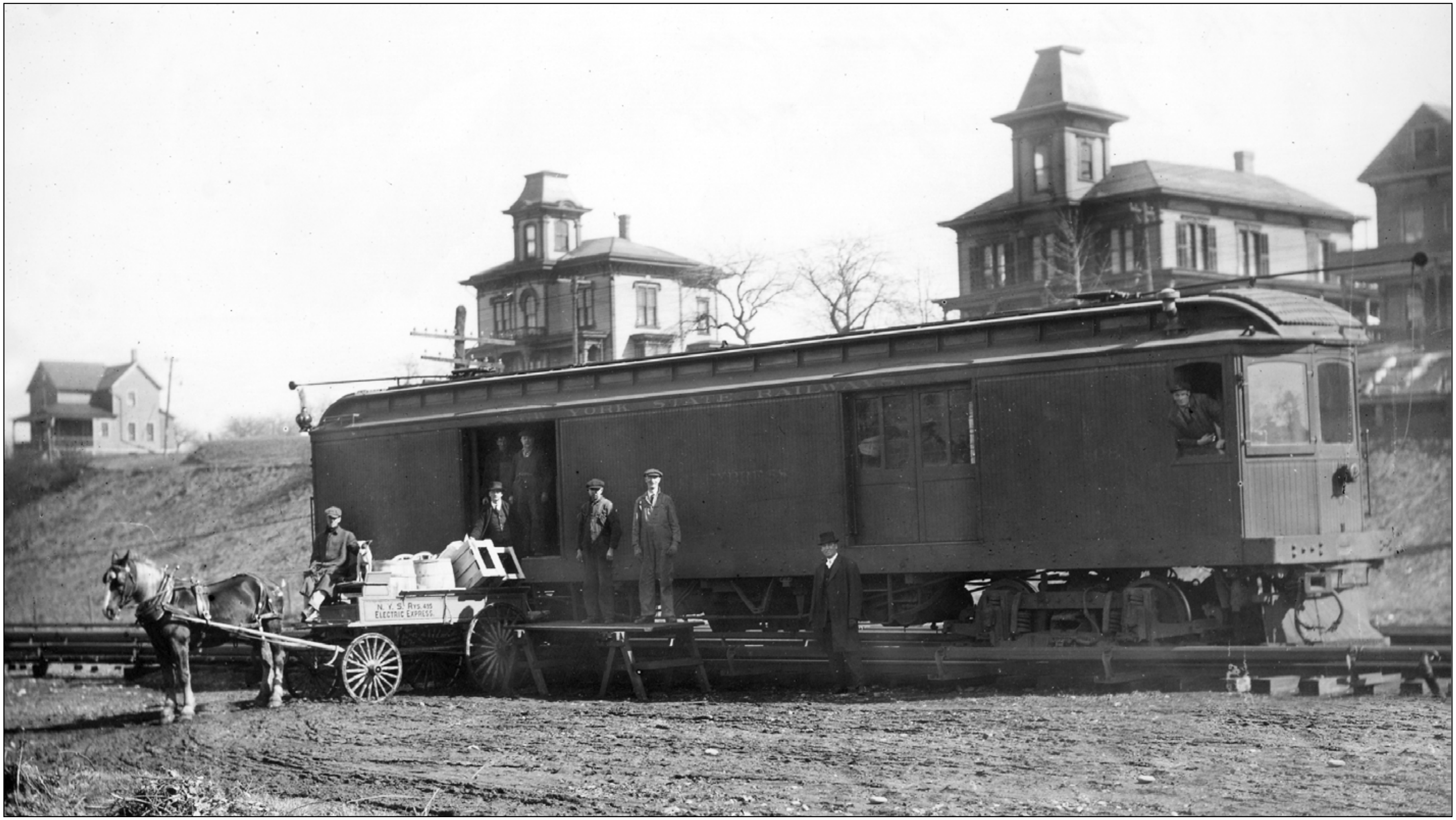
Below- Car #518, the rear car of a double-interurban trainset, has just drawn to a stop at Wampsville where an ORCo "Special" shelter – along with the much larger Madison County Courthouse – looks on. A few moments earlier, those folks waiting to hand the conductor their tickets – or purchase them – had been waiting in the ex-NYC mainline shelter building. In a moment they will be whisked eastward within this Utica Local. A break for Court Street is in the foreground; the toilet room window is opened for ventilation. Collection of A. Bruce Tracy.

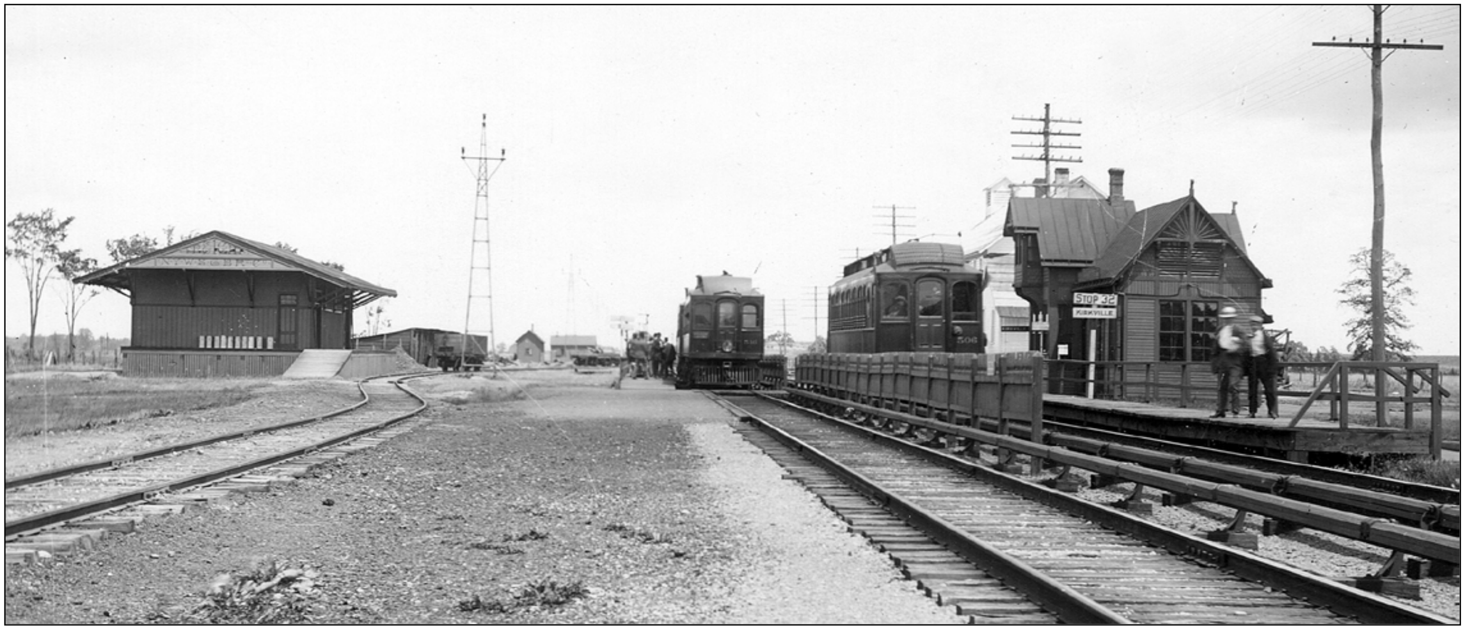




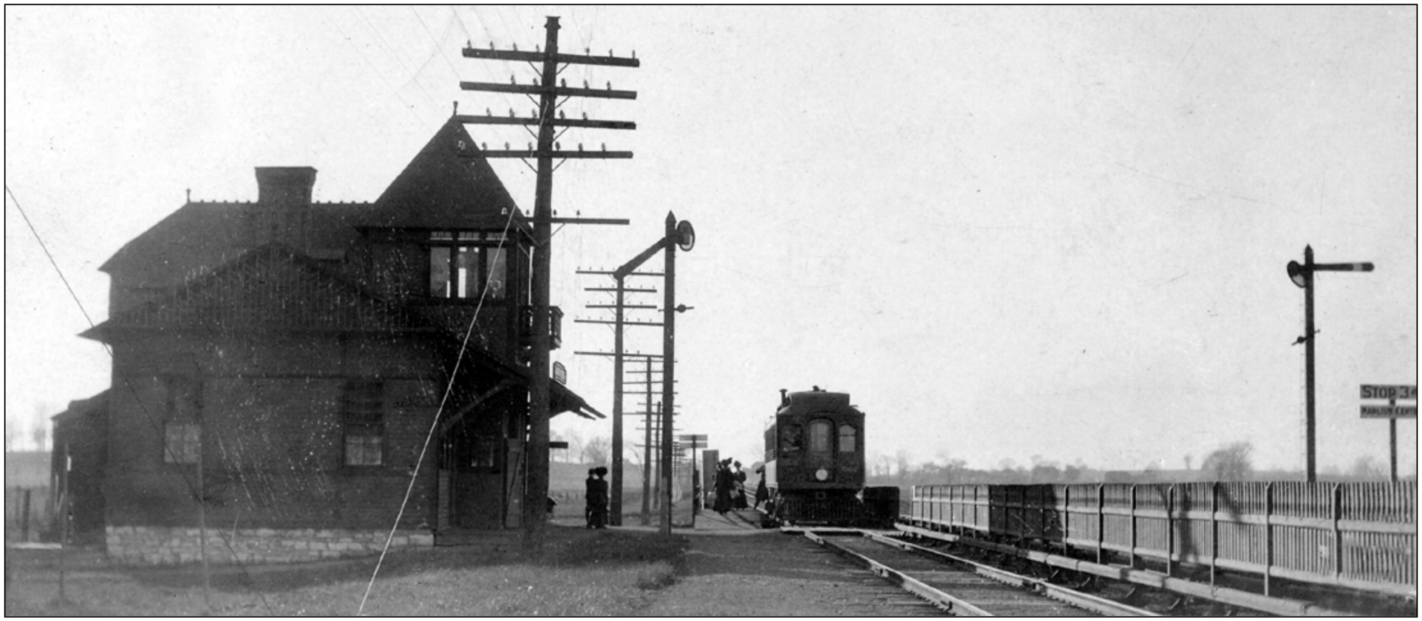
Above- The Peterboro Street crossing gates have yet to be lowered, so this Utica Limited may be awaiting its scheduled departure time from Stop 25 before making a running start across the break. It may, however, be stopped just to help the photographer with his composition as the eastbound shelter (#338) is situated beyond the left edge of this scene. Canastota's Union Station is partially hidden by #524. Just this side of the crossing is where 4-track territory to Clockville Road begins. Collection of Onondaga Historical Association.

From inception of its express service, the ORCo operated two daily round trips from Utica to Syracuse utilizing cars #404, 406, and 408. The cars made stops at Vernon, Sherrill, Oneida, Canastota, and Chittenango, although WSRR employee timetables of the period list other stops as well. Company express wagons, however, met the cars at only the sanctioned stops, such as shown here at Canastota. Car #408 is running as train #303, and is allowed 12-minutes, from 3:48pm until 4pm, to conduct its business before departing for Chittenango. The Canastota express building (#218 shown on page 170) is on the other side of the 4-track mainline, out of the scene at right. By the time of this picture, both #408 and the wagon have become the property of the Oneida Railway Company's successor, the New York State Railways. How would you have liked to live in one of those wonderful homes overlooking both WSRR and NYC mainlines? Barstow collection.

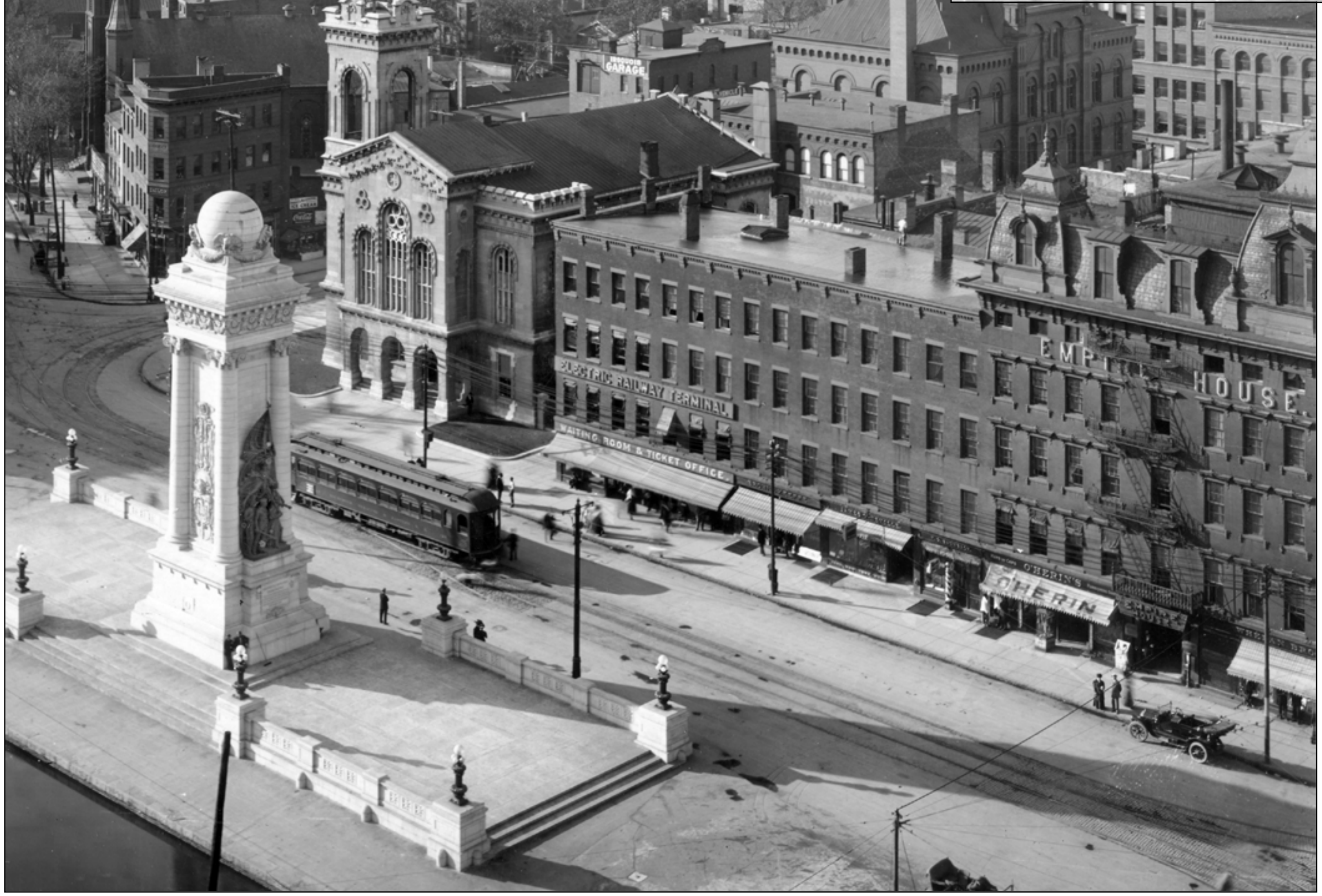


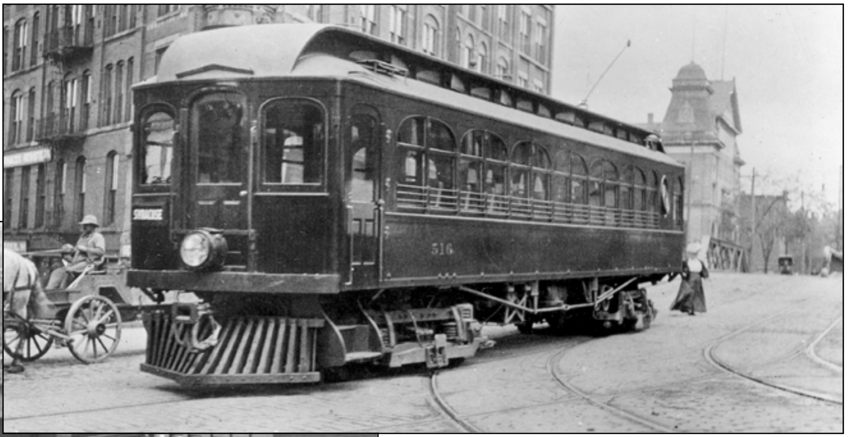


As compared to Vernon, Kirkville's station grounds at Stop 32 (above) seems to be devoid of any revenue producing structures other than the WSRR freight house that is served by the non-electrified track at left. But, at the depot, passenger business is lively, with eastbound car #506 stopped at the depot, as is westward #516 that is boarding passengers across the track. At Manlius Centre, below, car #502 loads eastward passengers at Stop 34. Barstow and A. Bruce Tracy collections.



The Soldiers and Sailors Monument in Syracuse's Clinton Square (below) was designed by sculptor Cyrus E. Dallin in 1906. The completed monument was dedicated to the memory of the city's Civil War soldiers and sailors on June 21, 1910.





Above- Collecting its power from the SRT's overhead delivery system, car #516 is running on James Street at Warren Street in Syracuse. It is inbound to the Electric Railway Terminal (left) in Clinton Square, where a RS&E interurban has stopped between the terminal and the Soldiers and Sailors Monument. The monument sits upon the former site of the historic Erie Canal. Above- Photograph by Stephen D. Maguire, collection of Shelden S. King, Onondaga Historical Association, left.

CHAP. 8

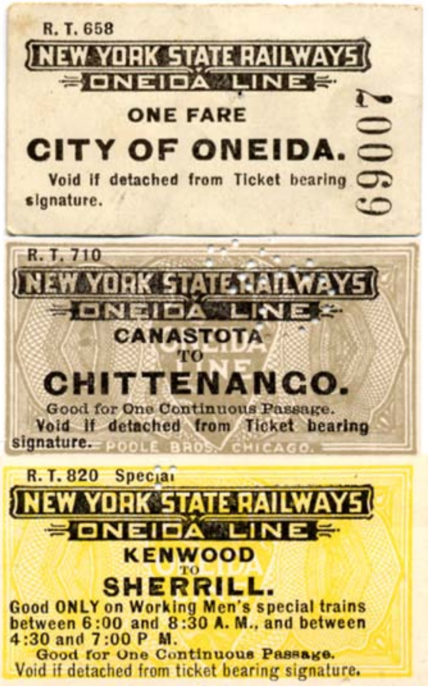
The Oneida Lines

Although the Oneida Railway Company's electrified Third Rail Line was an instant hit with the traveling public, winds of corporate change began to blow not many months later. The gathering storm that provided the gale was seeded by a 1908 New York State Public Service Commission ruling that prohibited non-railroad corporations, such as the Mohawk Valley Company, from holding more than ten percent of a railroad's common stock. Because the MVCo, which was the corporation set up by the New York Central to hold its central New York electric properties, held ninety-six percent of the Oneida Railway Company stock, it came under instant conflict with the PSC edict. Equally troublesome for the MVCo was that it also held fifty-eight percent of Syracuse Rapid Transit's stock, and all of the Utica & Mohawk Valley Railway stock. But, it was the Central's Rochester trolley lines that were the first to be withdrawn from the MVCo and used to create a new railroad corporation to legally satisfy and comply with the PSC ruling.

On March 22, 1909, the Rochester Railway Company, Rochester & Eastern Rapid Railway, and Rochester & Sodus Bay Railway were the three initial New York Central properties to be consolidated to form New York State Railways, which was capitalized with $23,140,200 and was destined to be the successor to the Mohawk Valley Company. Who were the officers of NYSRys? Why, Horace Andrews as president, and William K. Vanderbilt and John J. Stanley as vice-presidents, of course. It was only a matter of time until the Oneida Railway Company, Utica & Mohawk Valley, and Syracuse Rapid Transit were also merged into Mohawk Valley's successor.

Before that happened, New York's Public Service Commission garnered increasing power from the state's legislature so that it could more closely regulate the association between steam railroads and their electric properties, and have their say in electric trolley and interurban rates. This increased power to regulate came about because of the emergence of "commuter" trains and scheduling as opposed to traditional train travel for business and pleasure. It seems that during 1910, the railroads owning electric properties in New York State, i.e. New York Central, Delaware & Hudson, New Haven, and Long Island railroads, were developing commuter zones from suburban to urban areas for transporting people to their jobs. In providing transportation for these workers there was no regulatory body to oversee the establishment of fares for this service. Thus it was the PSC's desire to intercede on behalf of commuter riders throughout the state.

Right- New York State Railways' tickets replaced Oneida Railway Company tickets as the old company's stock became depleted. These examples, shown at right, represent a cross-section of the service provided by the "Oneida Lines" – an Oneida City Line ticket, a Third Rail Line ticket, and a Kenwood Extension ticket that was good only on the Workingmen's Specials.

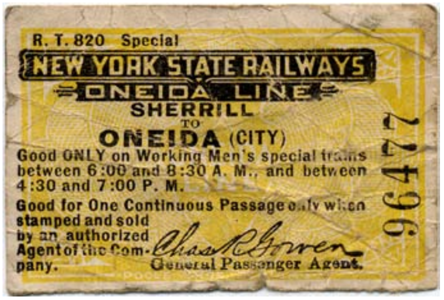


R. T. 658
NEW YORK STATE RAILWAYS
ONEIDA LINE
ONE FARE
CITY OF ONEIDA.
Void if detached from Ticket bearing signature.
69007

R. T. 710
NEW YORK STATE RAILWAYS
ONEIDA LINE
CANASTOTA
TO
CHITTENANGO.
Good for One Continuous Passage.
Void if detached from Ticket bearing signature.
POOLE BROS. CHICAGO.

R. T. 820 Special
NEW YORK STATE RAILWAYS
ONEIDA LINE
KENWOOD
TO
SHERRILL.
Good ONLY on Working Men's special trains between 6:00 and 8:30 A. M., and between 4:30 and 7:00 P. M.
Good for One Continuous Passage.
Void if detached from ticket bearing signature.

While the word "commuter" connotes a person traveling to work within a metropolis, it also more loosely applies to what was developing on the Third Rail Line. Because of its timely 6am to 11pm hourly scheduling of trains, the OR's interurban cars were not only attractive to traveling businessmen, shoppers, and vacationing riders but became increasingly popular for workmen and woman. Although the Workingmen's Specials carried Oneida Community Limited employees only a short distance from/to Oneida and Vernon they, nonetheless, should be considered "commuter" trains, and it's a certainty that they had been thought of as such in the Albany offices of New York's Public Service Commission.

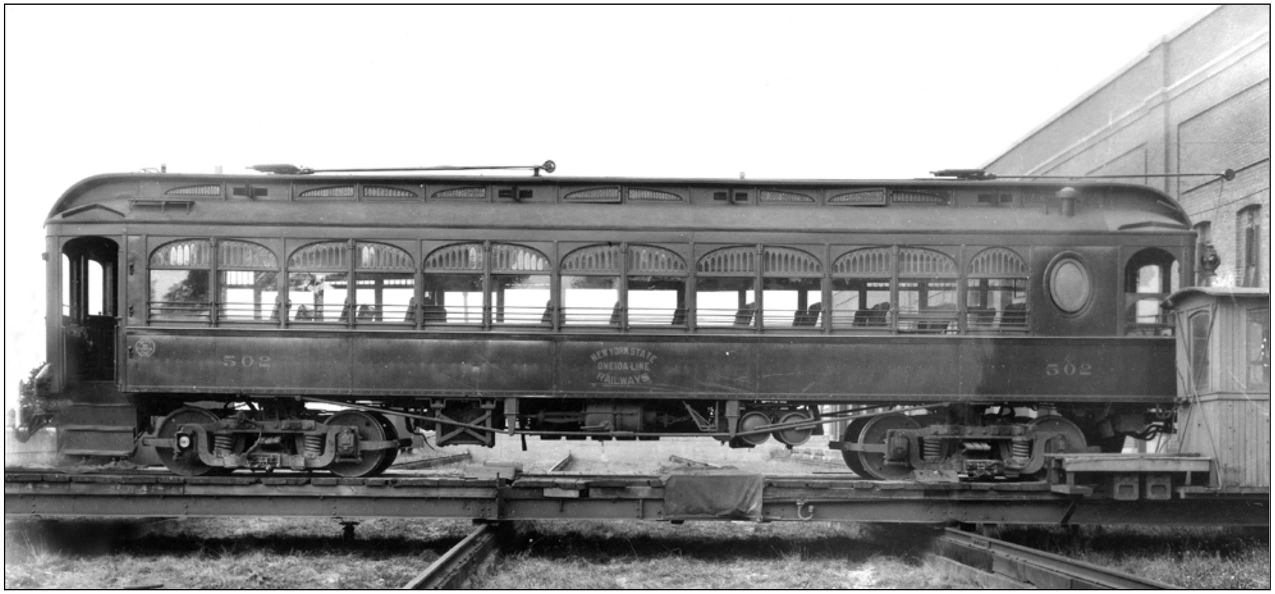

R. T. 820 Special
NEW YORK STATE RAILWAYS
ONEIDA LINE
SHERRILL
TO
ONEIDA (CITY)
Good ONLY on Working Men's special trains between 6:00 and 8:30 A. M., and between 4:30 and 7:00 P. M.
Good for One Continuous Passage only when stamped and sold by an authorized Agent of the Company.
Chas R Gowen
General Passenger Agent.
96477

The Kenwood to Sherrill ticket shown on the previous page, and the one shown above, are both noted as being "Good ONLY on Working Men's special trains." This infers that several morning and afternoon runs of the Peanut were dedicated to the OCL workers just as was being done on the electrified Third Rail Line.

Originally it had been the city trolley lines that made it possible for persons living in one section of a community to gain employment in another area of the same community. Then, with the operation of interurban lines such as the U&MV and OR Third Rail Line, people were able to travel to work from greater distances. It was not unusual, then, for a Little Falls resident to "commute" to work in Utica, or for a Clark Mills resident to do similarly since U&MV and OR train schedules were very accommodating to people from both locales. It had certainly not been the case before the interurban systems began operation, but afterward, commuting between central New York hamlets and cities such as Rochester, Syracuse, and Utica became increasingly popular. Residents reasoned that if they rode the interurban cars to shop they could also use them for traveling to work. It was these central New York riders that the PSC desired to more effectively protect just as much as the many more riders commuting into New York City on a daily basis via the New Haven and Long Island railroads, as well as within the New York Central's Electric Zone. It may be wise to remember the most important element of Frank Sprague's legacy; his electric inventions made it possible for buildings to be made taller, and for cities to expand. City expansion and commuting passengers go hand-in-hand. That's what electric railroads were supposed to do, and did.

With the PSC's increased power of regulation in mind, it was only a matter of time before the NYC further consolidated its electric holdings into NYSRys. That day came on October 31, 1912, when the OR, U&MV, and SRT were officially announced to have become NYSRys properties. But, that wasn't the bad news. All of the identities of component properties were to be cast aside in favor of a new corporate organization of the lines. Also formed on this date were the four operational divisions of NYSRys: 1- Rochester Lines, comprised of all New York Central electric properties lying west of Syracuse, 2- Syracuse Lines, comprised of all the Syracuse City lines that were NYC properties, 3- Oneida Lines, which were the former ORCo's Third Rail Line, Oneida City lines, and Sherrill-Kenwood Trolley, and 4- Utica Lines, comprised of the former U&MV interurban Little Falls-Utica-Rome line, as well as the Utica, Rome, and Mohawk Valley city lines. (Although the NYC's fifty percent ownership of the Schenectady Railway Company also became a NYSRys property at this time, it remained separate from the central New York four divisions. The Delaware & Hudson Company owned the other fifty percent of the Schenectady Railway Company's stock.) This was the beginning and final form of the New York State Railways and the end of the line for all the divisional components. Previously, sixty companies had been merged to form the lines used to create NYSRys. The New York Central, by the way, owned sixty-eight percent of NYSRys stock.

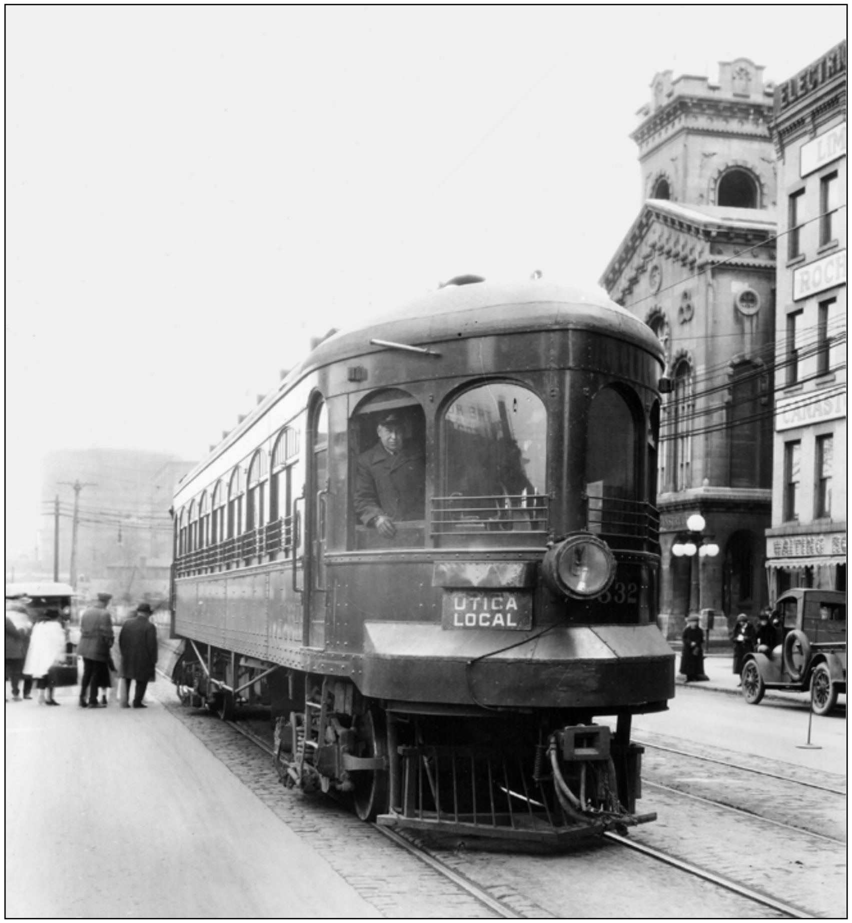
The emergence of NYSRys was not the only consolidation of electric lines, since only months after NYSRys formation the Clifford D. Beebe syndicate created the Empire United Railways by merging the Rochester, Syracuse & Eastern, the Syracuse, Lakeshore & Northern, and the Auburn & Northern Electric railways into the new corporation. Beebe had been born in Sandusky, N. Y. in 1866, and moved to Auburn in 1895 where he purchased the city's electric lines there. He built up his syndicate's holdings between 1903 and 1919 while calling Syracuse home. His electric railway holdings were the Auburn City Railway (October 1, 1886-October 15, 1927), Auburn Interurban Electric Railroad (January 1, 1901-September 30, 1902), Auburn & Northern Electric Railroad (June 28, 1908-June 27, 1931), Auburn & Owasco Lake Railway (September 17, 1872-October 1, 1886), Auburn & Syracuse Electric Railroad (June 23, 1903-April 15, 1930), Buffalo, Lockport & Rochester Railroad (September 3, 1908-April 4, 1919), East Genesee & Seward Avenue Horse Car Railway (September 17, 1872-October 1, 1886), Fulton & Oswego Falls Horse Car Company (August 15, 1886-August 3, 1906), Lake Ontario & Riverside Railway (March 12, 1896-January 1, 1900), Newark & Marion Railroad – a steam line (December 14, 1905-?), Rochester, Syracuse & Eastern Railroad (July 23, 1906-September 19, 1917, becoming the Rochester & Syracuse Railroad), Syracuse, Lakeside & Baldwinsville Railroad (July 22, 1889-September 9, 1905), Syracuse & Northern Electric Railway (April 25, 1917-January 11, 1932), Syracuse, Watertown & St. Lawrence River Railroad (November 2, 1912-April 25, 1917), Syracuse, Lakeshore & Northern Railroad (successor to SL&BRR- September 9, 1905-June 24, 1931), Syracuse & South Bay Electric Railway (August 27, 1908-April 25, 1917), and the Oswego City Lines (Oswego Street Railway August 23, 1885-March 12, 1896 and Oswego Traction Company February



Above- After the 1921-23 period when all of the 500s were steel sheathed, a New York State Railways Oneida Line logo was affixed to the sides of the cars, as displayed on #502. This corporate lettering replaced the earlier version seen on car #510 on page 214. The earlier application appears to have been done when the cars were still in their original wood form with a slightly wider letter board. Possibly, the toilet windows were replaced during the same 1921-23 period or when broken. Regardless, the new glass was less attractive than the original. #502 is riding the transfer table at Wolf Street shop. Robert Groman collection.

1, 1900-February 18, 1909), 318 miles in total. Beebe also controlled the Sagamore Navigation Company – an Oneida Lake steamship line (1905-1914), and the Skaneateles Lake Transportation Company (1905-1914). Considering his many regional holdings, it can be easily seen why the Empire United Railways name for his new corporation was chosen.

Of the three final form components of EURys, it was the RS&E that most pleased Beebe. He envisioned it and built it, and it would be his finest conquest over steam railroading. It was a double-tracked electric (overhead delivery system) railway that had been built entirely upon a private right-of-way. When completed on December 18, 1909, the RS&E linked central New York's premier cities, although its entrance to Syracuse was via the Syracuse, Lakeshore & Northern at Lakeshore Junction. The RS&E was important to Third Rail Line riders because it was upon that superb property that their westward journey from Utica and Syracuse was able to be made more-timely and efficiently-continued onward to Rochester. And, the interchange was made easy for the Third Rail Line's passengers as both lines used Clinton Square's Electric Railway Terminal in Syracuse. As noteworthy as the RS&E was, it was one other thing, too: Unprofitable. In 1917 it was reorganized as the Rochester & Syracuse Railroad, continuing in operation until June 27, 1931. Beebe's electric line was convenient and practical for Oneida Lines passengers to use in continuing their journey westward to Rochester. Unless, of course, they desired to go to Auburn, in which case Beebe's Auburn & Syracuse Electric Railroad was the way to go. It is unfortunate that the Oneida Railway riders could not be accommodated by a New York State Railways' routing westward from Syracuse to Rochester. At Syracuse, therefore, the historic dividing line could be drawn that separated the vast Beebe Syndicate holdings lying to the west from the New York State Railways' (ex-NYCRR-Andrews-Stanley Syndicate) possessions to the east.

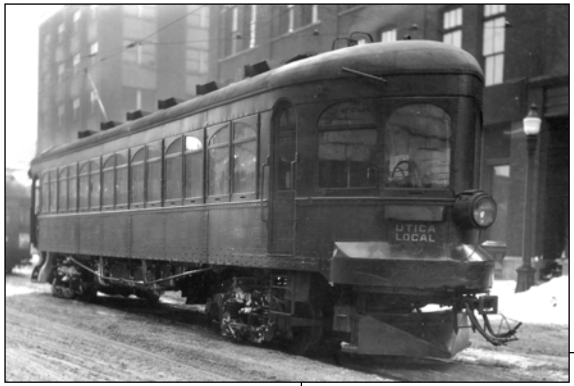


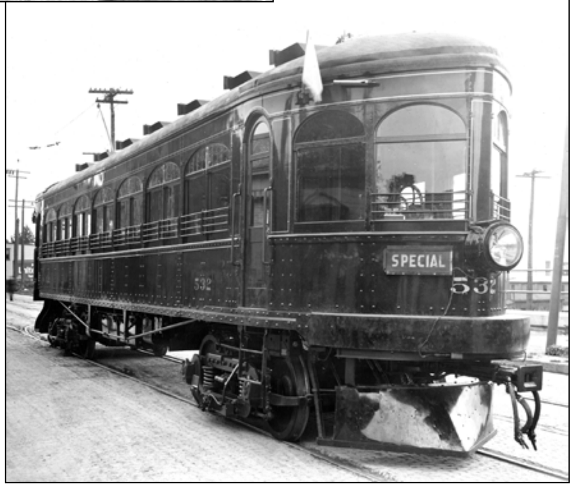
In its July 6, 1912 edition, the Electric Railway Journal announced to the industry that "The Oneida Railway Company are having constructed two semi-steel cars that are notable for the use of a parabolic front end. The object of this design is to diminish the wind resistance of the car when operated in high speed service." One of the two cars, #532 (above) is boarding passengers at Syracuse and displays its steel body construction as well as a pronounced front end anti-climber. The frock-coated motorman will run the "Windsplitter" to Utica in Local service. Barstow collection.

It may have been the PSC initial and subsequent rulings, combined with Beebe's RS&E and A&S connections to the west, and slight population along the West Shore Railroad east of Little Falls that caused the NYC to slacken its plans for further electric expansion. But, whatever the reason, little talk of electrifying the entire WSRR resulted after the formation of NYSRys. Maybe the emergence of NYSRys signaled the NYC's lack of continuing desire to expand its traction empire. By forming the new corporation it was announcing steam's conquering of electricity once and for all in central New York. Maybe the NYC realized the new regulation would prohibit continuing electric revenue. And, maybe, this is when the NYC determined that electric railroading within its territory had become just a "flash-in-a-pan."

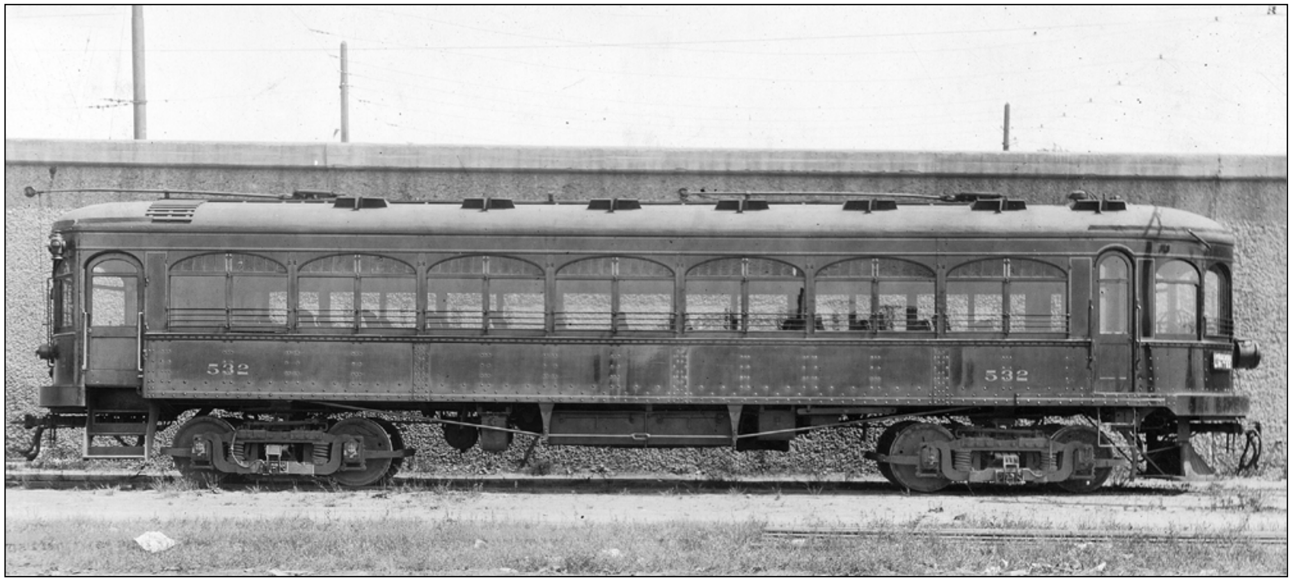
In 1912, five years after the Oneida Lines commenced operation of the Third Rail Line, a need to acquire additional rolling stock was realized, and in so doing a new face was brought to the railroad. Two cars were ordered from the G. C. Kuhlman Car Company of Cleveland, Ohio, to be numbered 530 and 532. These cars employed a parabolic – tapered – nose and were nearly six feet longer than the Oneida Railway's original Brill cars. The front end design of these new cars was theoretically to reduce wind resistance, which gave rise to one of the car's nicknames; Windsplitters. Other nicknames for the cars were "Bullmoose" – because of their big nose, and "Arrow cars" because of their front end configuration and possibly a connection to the railroad name that was derived from the Oneida Indian tribe. Arrows were used prominently in the Third Rail Line's early timetables and advertising, too.

Regardless of name, the 530 and 532 were not held in high regard by the line's motormen, and the reason for this can be directly attributed to the cars being powered by four 70hp motors rather than four 75hp motors that were used on the Brill cars. The logic was, of course, that if the cars "sliced" through the air more efficiently then they did not need as much horsepower per car. It was an unhappy motorman who was assigned one of these two cars for his runs, as he immediately knew that it would be difficult to maintain schedules because of the cars being underpowered. The operation of the parabolic cars was studied throughout their lives, and it was eventually discovered that the distinctive front end should have been at the rear of the car; a position that would have more satisfactorily displaced the flow of air turbulence there. Despite their shortcomings and disappointments, the Kuhlman cars were immensely popular with the public because of their streamline design, African ma-





The Windsplitters were several feet longer than the original 500s, possessed 20hp less power, but sat 6 additional passengers in 3 compartments: coach, smoking, and observation. Number 530 (above) sits at Syracuse, and #532 (right) poses for its portrait while in original form. Robert Groman and Barstow collections.



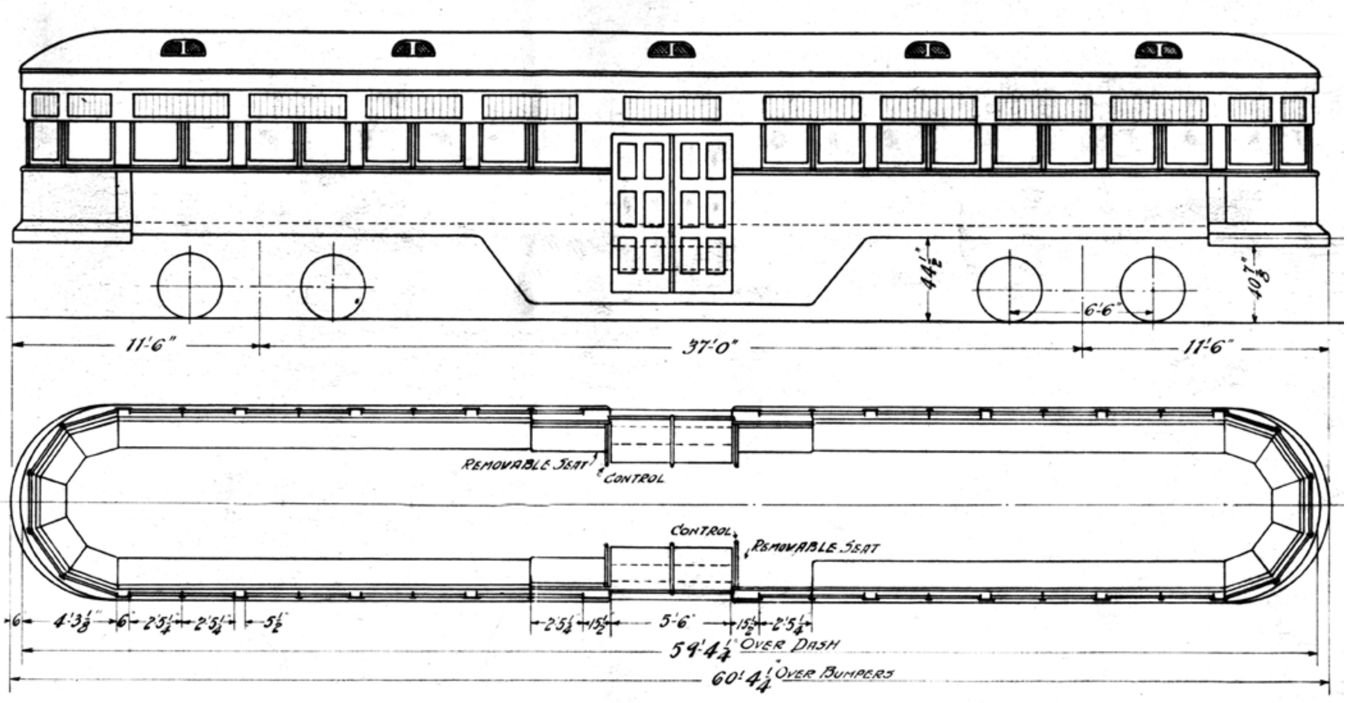
Left- When viewed from the side, the parabolic front end of #532 was almost unnoticeable. The Observation compartment was across from the motorman's compartment and sat six. The car sits at Wolf Street with shoes stowed. Shelden S. King collection.

hogany interior with white Holly inlay, brass trimmings, and observation compartment in addition to coach and smoking compartments. Oneida Lines managers liked the two cars because they sat 58 riders, six more than the Brill cars. Due to their lack of get-up-and-go, the Windsplitters were used primarily in "Limited" service where they could cruise along at speed and pause only at Stops 21 and 25. The cost of these two cars, including set up at Wolf Street shop, was $24,682.40.

Five years after the Kuhlman-built cars were received on the Oneida Lines, another car from that manufacturer was purchased. Its design and purpose were new to the railroad, and it would be listed with the only odd number in the equipment roster. Car #501 was ordered and delivered to the Oneida Lines in 1917 as an unpowered trailer car. Kuhlman had designed it as a center doorway all-steel car, slightly over 60 feet in length, with rounded ends. Inside, bench seating – at 17 inches provided per person – the car could seat 74 passengers. It provided warmth from 36 electric heaters, illumination by ten 94 watt Mazda electric lamps, and was painted Pullman green with imitation gold lettering to match the other seventeen cars. Because of its steel construction, #501 became a unique car when delivered in 1917. Unlike the other Kuhlman – and Brill – cars, #501 was acquired expressly for use on the Workingmen's Specials, where it would be towed behind a powered car.

In this service, car #501 made the rounds between Oneida, Sherrill, and Vernon each morning and afternoon. But, its first run did not go without incident. The trip was proceeding well from the Lenox Avenue station and then up Main Street, but at the changeover point at Stop 21, the car pushed over several sections of third rail as the two-car trainset was negotiating the ramp from City to Third Rail Line trackage at B.S. YO. This "service interruption" was due to the car's extra length and the tight curvature of the connecting ramp at the changeover point. Obviously, the third rail distance from track had to be increased here, but since it could not, the car was afterward brought up to the Third Rail Line via the westbound changeover point trackage on the north side of the electrified line. Regardless of this change in trackage, trailer car #501 never satisfactorily provided the service it had been designed for. Besides its length, its weight – especially fully loaded with workers – was too heavy for a 500-series powered car to handle. Disappointed with its performance, City Superintendent James J. Lawler sent the Oneida Lines car to Wolf Street shop where it was eventually decided to make it into a powered car with motorman's controls. After this conversion was done in 1919, it performed well, although it would still be relegated to tandem operation with another powered car, and occasionally pressed into State Fair and Sylvan Beach service, both from Utica.

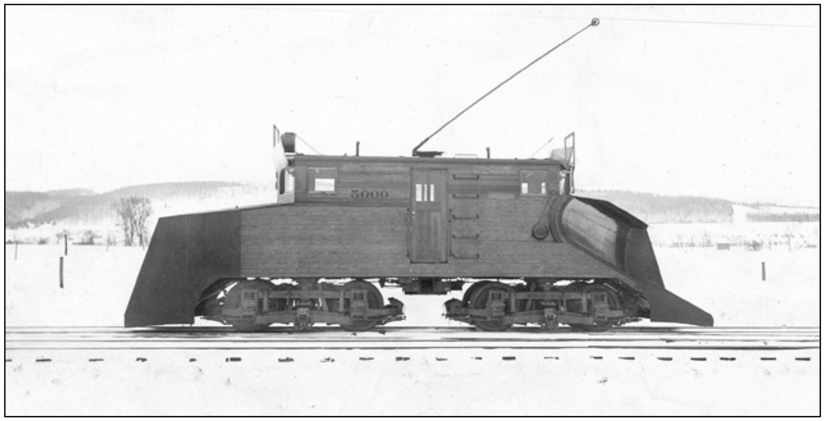
Below- The Kuhlman Company's drawing of car #501 showed its center body doors, and how bench seating – for 74 passengers – was arranged around the periphery of the 59-foot length of its interior. Number 501 became the most lengthy, and only unpowered car, to be used on the Third Rail Line. Barstow collection.

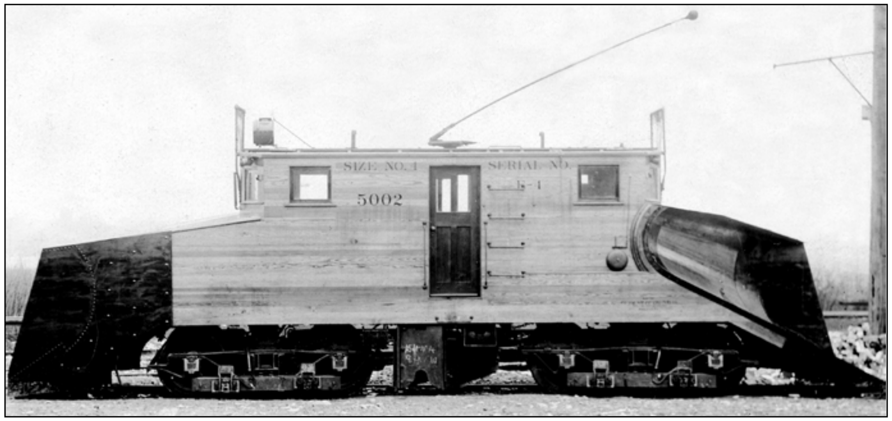


One final design flaw of the #501 had to be resolved, and that had to do with the end windows. At both rounded ends, opening windows had been installed, and it was not too long after the car went into service that it was discovered some passengers were letting themselves "out" before a fare had been collected. Sealing the window(s) solved the problem.

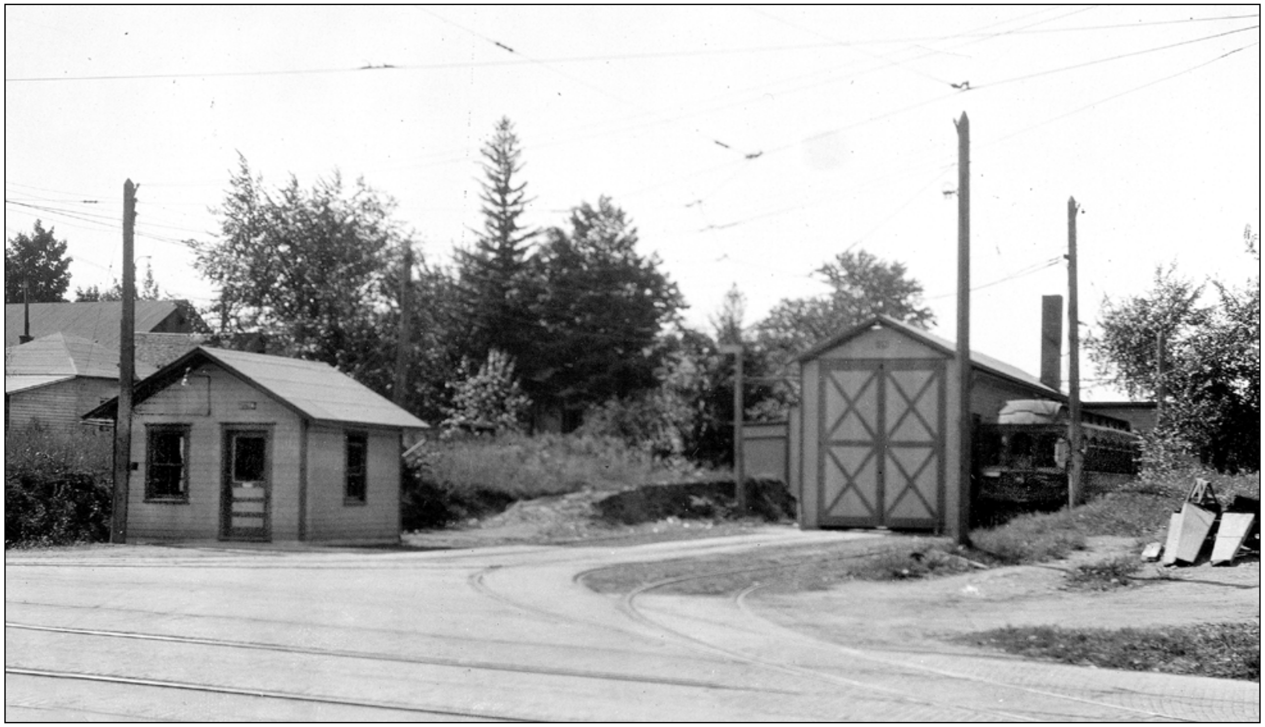
With the arrival of car #501 in 1917, the Third Rail Line's rolling stock had reached its optimum and ultimate form: 15 Class-A Brill-built cars numbered 500-528 and 2 Kuhlman Windsplitters #530-532, 3 Class-B single trucked city cars #66, 68 & 70 (renumbered to 590, 592 & 594), 1 trailer car #501, 2 Class-F express cars #406-408 (U&MV #404 became an Oneida Lines car in 1923) and 2 Russell-built snowplows #5000-5002. This was the equipment that would carry the passengers, haul the freight, and clear the track for the entire life of Third Rail Line operation. But, not all of the cars made it to the end of the line.

On November 24, 1922, the Oneida (City) 3-track carbarn – the Garage – was completely destroyed by fire. This carbarn had been 38'X93' in size, and attached to the west end was a 14'X65' storeroom. In an upstairs "loft" was situated the Oneida City superintendent's office. Where the original Garage had been, a new carbarn was built on the same site.





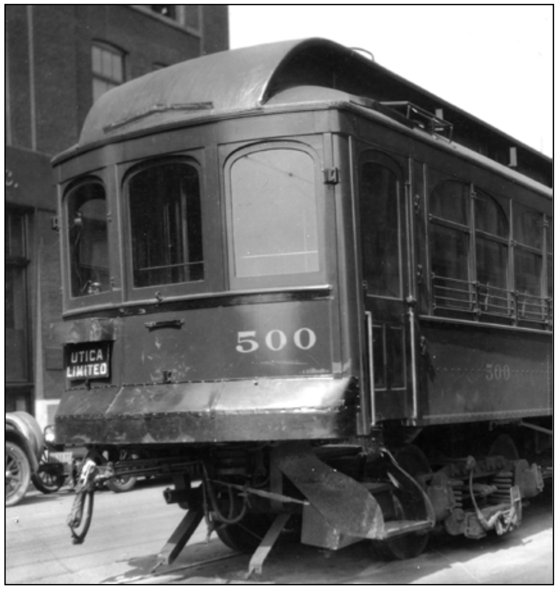
Above- Snowplows numbered 5000 (left) and 5002 (right) were built by the Russell Company and were grouped with the express cars in ORCo class-F. Although no photographs of the "Yellow Kid" exist, we can safety assume that these two plows were much larger machines. Barstow collection.



Left- After the original Garage burned on November 24, 1922, separate carbarn and City superintendent's offices were built on the same site. Building #209, the slimmed-down single-track new Garage sits at right with an unidentifiable 500 stored – and awaiting service – on the building's adjacent track. City Superintendent James J. Lawler's office, building #209A, is at left with Oneida's Main Street lying in the foreground. The ORCo, and later Oneida Lines, stored a 500 here to "rescue" a late-running Local. If need be, the car would be used to run the Local's City trackage, while the Local itself would continue on to Wampsville (or vice-versa) on the mainline so as to make up time and return to schedule. This procedure of allowing a Local to remain on the mainline was referred to as its running as a "Limited Local."

The new Garage survived until the end of third rail operations, as did a small wooden structure, building #209A, that was built to become the superintendent's more "luxurious" office. Inside the carbarn at the time of the conflagration were cars #501, 520, and 590, all of which were also destroyed and stricken from the roster. Replacing car #520 was #118 from the Rochester & Sodus Bay line. (At this time, R&SB #116, 117, and 115 were also sent to the Oneida Lines becoming 534, 536, and 538 respectively. The latter car was never completed and not put into Third Rail service.) When the new Garage was completed on December 3, 1923, it was only a single track barn that had been built over the drop pits of the original barn. A second track, however, remained alongside the building for outdoor storage of a car, thus the capacity, flexibility, and function of the facility was reduced substantially.

Car #500 almost didn't make it to the end of Third Rail Line service, too. On June 28, 1929, a steam freight train had stopped to do switching at Vernon, and the trainmen left its caboose out on the main line. Motorman Matson, who was running #500 as a Utica to Syracuse Limited, failed to realize that the caboose was standing on his track until much too late.

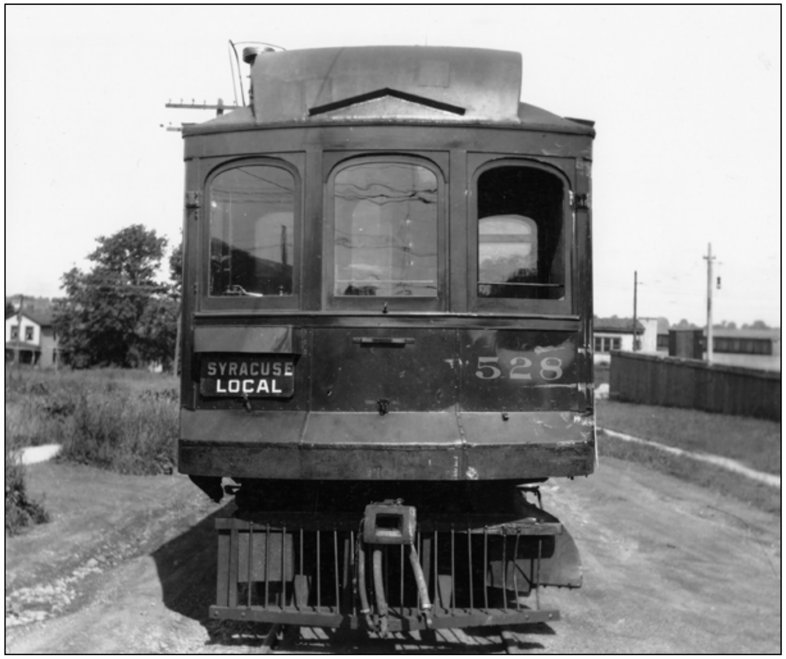


Left- #500 without the pilot it lost in the 1929 wreck. Did it really just arrive that way with a Utica Limited?
R. Groman collection.

When Matson belatedly applied the brakes the car was still moving at sufficient speed to smash into the caboose. The first inkling passengers had of any impending accident was when they saw the motorman dive out of his compartment only moments before impact with the caboose. Ten of Conductor Schrieb's passengers were injured, but no death resulted. The VO block station operator sent out word of the wreck, and a relief car was sent from Oneida to take the injured to Oneida's Broad Street Hospital, and then take the remaining – shaken – passengers on to Syracuse. Despite its damaged front end, the car was repaired and continued in service until December 31, 1930.

Equipment on the Sherrill-Kenwood Trolley line were always hand-me-downs from other components of the NYSRys. The original car, #168, came to the line from Cleveland via Utica, and when it wore out in 1917, it was replaced by a double truck ex-SRT Kuhlman-built (1913) car, #1000, a stepless center door "Hobbleskirt" car, so named because of its shape. (Coca-Cola bottles are also hobbleskirted.) But, for SKT service, the car was remodeled so as to have doors only on one side of the car, which was to be placed into operation so as to load passengers on the east side of the line only. It was then that it received its new number, 596, yet retained its nickname of "One Round Maggie," a reference to the car's need for repairs after nearly every "round" trip. She remained in service as the Peanut until replaced by 2nd #596 in 1920. This car had been an ex-Auburn & Northern car that went to Utica as #388, and it was this car that closed out the SKT's operation. The SKT Line also had its own trailer, a single truck car #598 that was painted yellow. It was the intention to use it for connecting with the Workingmen's Specials, but the car was unsatisfactory for this service and sat for long periods of time on the sidetrack at the Kenwood end of the line. This unsuitability for service most likely stemmed from it having to be towed by single-truck car #168.

When the larger double-trucked One Round Maggie arrived, the trailer was removed from the line. And, the Peanut had its own snowplow, too. Like all the other SKT rolling stock, the plow was a Johnny-come-lately-hand-me-down. It had been purchased by the ORCo in 1906 (to replace the Yellow Kid, we wonder?), then sent to NYSRys' Utica Lines in 1912. It may have been after the big snowstorm of January 29-30, 1925 when #5008 came to Sherrill. After this double end rotary plow cleared the Peanut of snow, it took up residence on the track behind the carbarn to await other service. Equipment changes on the Peanut took place only when absolutely necessary since, as you may recall, there was no permanent physical connection with the Third Rail Line at Sherrill.

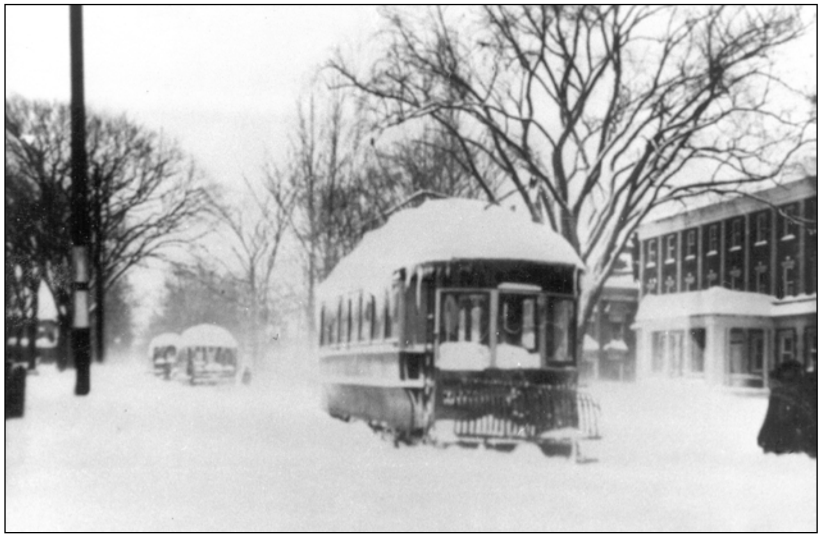


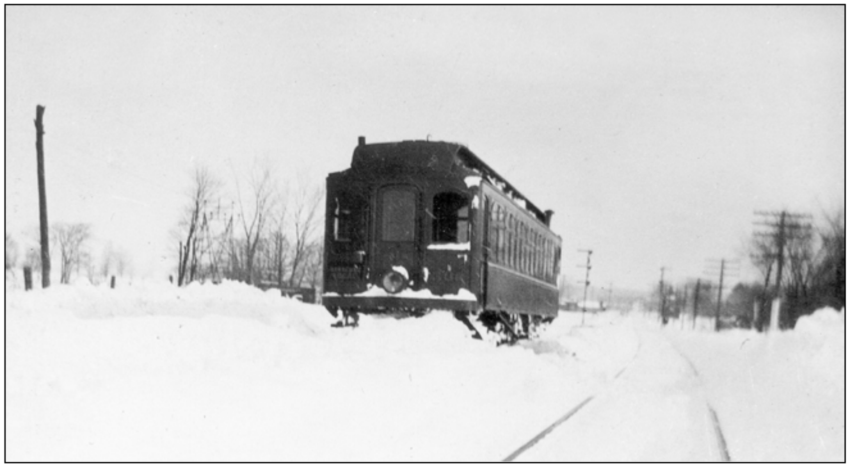
Above- Number 528 was double-ended in 1913, and steel sheathed during the 1921-23 period. Collection of Robert Groman.

Although there may have been a number of interlopers from NYSRys Rochester or Utica lines that temporarily ran on the electrified Third Rail Line, there were no other permanent rolling stock other than that mentioned that worked on the Shoe, Peanut, or Oneida City lines. And, the only alterations done to any of the Third Rail cars was double ending numbers 504, 512, 514, 518, 520, 524, 526, and 528 in 1913-14, and sheathing all the 500s with steel sides during the 1921-23 period.

While a modernization plan for upgrading its rolling stock was modest, NYSRys employees at the Wolf Street shop continually maintained the equipment to keep it in optimum condition. And, it is well they had, because of the need to meet the requirements for the schedule of cars. Initially, when operation of the Third Rail Line commenced, the schedule called for 18 runs leaving hourly from both Utica and Syracuse; 36 trains in total. By the time the Third Rail Line was connected with the Oneida City lines (1911) and the Oneida Railway Company became New York State Railways' Oneida Lines (1912), the schedule called for 30 daily trains to be operated in each direction for a total of 60 runs! Sunday's saw somewhat fewer trains as the Workingmen's Specials rested on the Sabbath, as did express cars #406-408. For its part, the West Shore Railroad scheduled milk trains #1088-1089 – later listed as "mixed" trains – to be run over the line on a daily basis. Other WSRR freight trains ran as extras and were not listed in the New York Central's Mohawk Division employees' timetables.

Just as important as maintaining the rolling stock was upgrading the electrical equipment in the four sub-stations, with some improvements alleviating the need for a sub-station operator. In 1917, a third rotary converter was installed in the #2 sub-station; its need being directly attributed to the Workingmen's Special and Sylvan Beach-bound heavy trains. Two years later, #4 sub-station became fully automatic (and its name changed from Manlius Centre to Minoa), all rotary converters





The snowstorm of January 29-30, 1925 caused operational delays, schedule suspensions, and the need for passenger rescues even before the blizzard subsided. Two Oneida City cars and a 500 (above, left) were way-laid on Main Street during the height of the storm, and #508 – in charge of a Syracuse Local (right) – became marooned just west of Clark Mills. Both- Shelden S. King collection.

were changed to 60 cycle (from 40) in 1922-23, hi-speed circuit breakers were installed in all sub-stations in 1924, and that same year Canastota became an automatic sub-station; Clark Mills similarly in 1927. Prior to a sub-station becoming an automatic facility, an operator started the equipment when instruments showed power being drawn by a car entering his territory. After automation, the equipment "sensed" the drop in voltage when a car drawing electricity entered the sub-station's territory and the converters were then started.

Throughout the life of the Third Rail Line's operation, normal maintenance of track, third rail, and the transmission line(s) would continually be undertaken. The track maintenance had been agreed to be done by the NYC, while the third rail work was the responsibility of the OR, later NYSRys. In either case, electrical power to the third rail would be turned off for the safety of the employees doing the actual work out in the field. This would be accomplished by an operator in the appropriate sub-station. After the sub-stations were all made automatic, a traveling operator would turn off the power and then test the third rail before maintenance work commenced. When transmission line work had to be undertaken, mostly due to broken insulators, the first thing a repairman did before climbing a tower was to toss a chain onto the tower. The chain would connect the tower to the ground and it would then drain off any static electricity built up within the tower's steel framework. In a perfect world, power would also have to be turned off in the line before a workman could replace a broken insulator. But, interrupting the power flow in the transmission line would suspend delivery of power to the third rail. Consequently, and in consideration of the Oneida Lines 6am to 11:30 scheduling, replacing insulators was undertaken with the transmission conductors "hot." Insulators broke mostly due to the transmission line's being blown by wind or laden with ice and snow, whereas third rail bracket insulators broke due to vibrations caused by passing interurban cars and the interaction between its shoe(s) and the third rail itself.

It would not be until the mid-1920s before any timetable reductions occurred, and then, when they did, it was only 2 runs in 1924, and 2 more in 1926. During September 1930, however, the previous timely scheduling of cars was ravaged by NYSRys cutting 24 runs from the timecard; 10 Limited, and 14 Local. By this late date of the Third Rail's life, equipment was old and – although maintained – becoming unreliable, members of the Amalgamated Association of Street and Electric Railway employees were receiving greater pay through strikes, interurban fares had been greatly increased, and people were increasingly becoming more frequent passengers in their own Fords, Chevys, and Dodges than in Brill and Kuhlman interurban cars. And, all of those wooden shelters and platforms were becoming worn, rotten, and dilapidated, too.

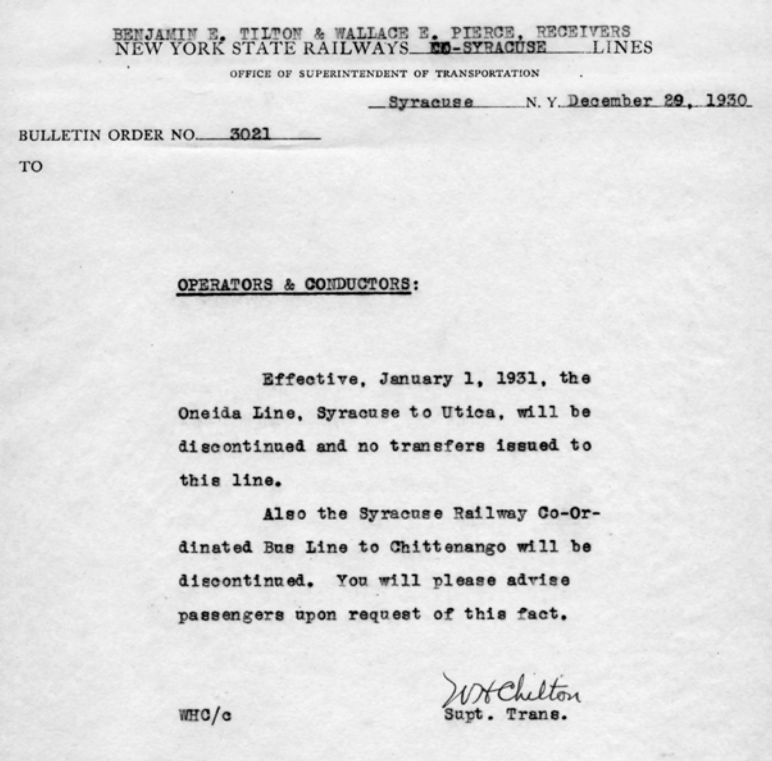
It could hardly have been the fares charged for riding the "City" cars that caused a reduction in ridership and scheduling. It wasn't until 1923 that the cost to ride an Oneida City or Kenwood Extension car was raised from 5 to 7 cents. In 1927, Oneida City fares rose to 10 cents, but on the Peanut such a ruckus was raised that the 7 cent fare remained in place. Instead, NYSRys petitioned the Public Service Commission to suspend service on the Peanut, and on August 17, 1927 the PSC gave its permission. The SKT ceased operation on August 29, 1927 and the line was abandoned and scrapped one year later. There was negligible opposition to the discontinuance of service from either the city of Sherrill or Oneida Community Limited so that Oneida Lines was authorized to abandon the line on July 31, 1928. It cost NYSRys $1,567.39 to tear up the line, but they received $5,311.27 in payment for its scrap, which repaid hardly one-half of the $13,467.24 in losses the line incurred from 1924 through 1927. The land reverted to the previous owners; Oneida Community Limited, John R. Graves, and Oliver N. Kellogg. The nickname "Peanut" had been an early term of endearment; in the end it was what Oneida Lines derived from its operation.

There was one other reason why Oneida Lines ridership was down and runs were being cancelled, and that was because of NYSRys forming Coordinated Bus Lines during the 1920s for its Rochester, Syracuse, and Utica divisions. Change was in the air, a circumstance whose beginning may have been originally signaled by the March 15, 1912 departure of Loomis Allen – to pursue a consulting partnership with Edward Peck in Schenectady – and reinforced by the 1918 death of Horace Andrews. Peck's lifetime work had been devoted to electricity, which culminated in a position as general manager of Schenectady Railways in 1902 and as a president of the Street Railway Association of the State of New York in 1909. These men, more than any others, had been the managerial and operational driving forces behind all of central New York's traction developments. Together, their vision, foresight, and belief in electric traction convinced a region and a railroad that city and interurban electric railroading was the wave of the future. And, it was, until other transportation means began to be utilized by residents of the area. Unfortunately for their accomplishments, the development of automobiles and buses, and their departures, began a change in the environmental atmosphere that would become more hostile without their presence to help maintain a stabling force. Allen and Andrews had grown up with the emergence of electric railroading; James F. Hamilton – Andrews' successor – only knew NYSRys when it was old and weary. Andrews and Hamilton would be the only two NYSRys presidents; one gave birth to the corporation and succeeded wildly in doing so, the other tried to keep the electric lines operating but failed.

It was in-keeping with New York Central's policy of not retaining properties that were financially burdensome when it sold its interest in NYSRys to Ellis L. Phillips, who was the representative for the Empire Power and Long Island Lighting companies, on June 13, 1928 for a reported $60 million. It was, after all, NYC's non-electric railroad holdings that the new owners were interested in acquiring, specifically the power generation companies that the railroad had acquired early on in pursuing its electric endeavors. If Empire Power and Long Island Lighting were primarily interested in the Central's power companies, that did not bode well for NYSRys electric lines. And it didn't.

It did not help matters that NYSRys had become a money losing operation. In 1928, it lost just over $53,000, and that may be why Phillips sold NYSRys in May 1929 to John M. Daly & Company who represented Associated Gas & Electric Company. The sale from Phillips to Daly was again made possible by the lucrative power companies, with Daly commenting on the railway properties, "I thought that they were a lot of junk and destined for receivership." He was right; NYSRys applied for bankruptcy protection and entered receivership on December 30, 1929. By that date it had lost $133,344. Benjamin E. Tilton and Wallace E. Pierce were appointed receivers for NYSRys; Tilton had been one of the corporation's vice-presidents.

With ridership dwindling, scheduling reduced, the Great Depression placing undue hardship on all business, and NYSRys receivers attempting to salvage portions of its operations, the decision was made to suspend all Oneida Lines service on December 31, 1930 and abandon its entire operation. The end came quickly for the Oneida Lines, but on that last day – to the unaware – it was business as usual. Cars ran according to schedule and on time, Local cars ran via the Oneida City line; Limiteds did not, just as always. It was the last cars to leave Utica and Syracuse that had the unfortunate task of closing out twenty-three years of Third Rail Line service. The last 500 left Syracuse at 11pm and arrived at Utica 12:25am, January 1, 1931; Motorman John Dilker, Conductor Frank Creedon were in charge of the car. The last car to arrive at Syracuse was #508 at 1:15am, January 1, 1931. Its crew was Motorman Daniel Kules with Conductor Herman Effler. But, the last Third Rail Line car to make a Utica to Syracuse round trip was either express car #406 or 408. It ran on January 2, 1931 in order to deliver and pick up any packages that had been accepted in to the system on December 31 and were not able to have been delivered that day or on the holiday of January 1. Motorman Charlie Doty ran the express car on this day, and in so doing makes him a footnote to history as having made the final Third Rail Line run between Utica and Syracuse.



BENJAMIN E. TILTON & WALLACE E. PIERCE, RECEIVERS
NEW YORK STATE RAILWAYS EO-SYRACUSE LINES
OFFICE OF SUPERINTENDENT OF TRANSPORTATION

Syracuse N. Y. December 29, 1930

BULLETIN ORDER NO. 3021

TO

OPERATORS & CONDUCTORS:

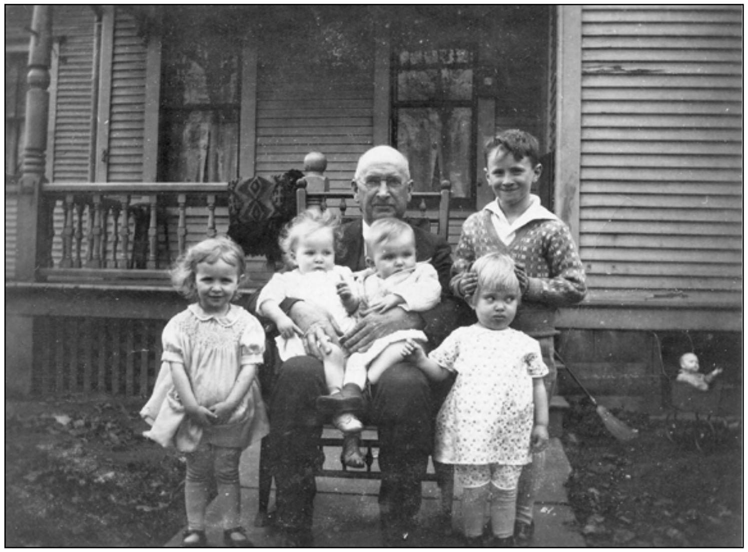
Effective, January 1, 1931, the Oneida Line, Syracuse to Utica, will be discontinued and no transfers issued to this line.

Also the Syracuse Railway Co-Ordinated Bus Line to Chittenango will be discontinued. You will please advise passengers upon request of this fact.

WHC/c

W H Chilton
Supt. Trans.

In Oneida, the City line service also ceased on December 31, with Harry Penner making the last run, bringing to a close twenty-eight years of electric service (at 6pm), and forty-five years of total horse drawn and electric operation. James J. Lawler, who had been Oneida City superintendent since 1904, retired the following day. For residents living in and between the cities of Syracuse, Oneida, Sherrill, and Utica, January 1, 1931 was not a day to celebrate the arrival of the New Year and all the hoped for prosperity that is traditionally associated with rolling over the calendar to the next year. But, they did not have to do without transportation service. On New Year's Day, Colonial Greyhound Bus Company began service from Syracuse to Canastota, Oneida, and Utica, while the Noble Smith Bus Company began local bus service between Oneida, Wampsville, and Canastota.



Above- Beginning New Years Day, 1931, James Lawler had a lot more time to spend with his grandchildren. To the right of the ex-superintendent is Jim, and the toddlers are Carol, Mary, Edward, and Joan. Courtesy of Carol Colway Kinney (the left little lass) and Martha Kinney Pino.

For Oneida Lines operating personnel, previous Syracuse Rapid Transit men used their seniority to bid back in on city runs there, while former Utica & Mohawk Valley men did similarly in Utica. Oneida city men, having no line to return to, became unemployed. Besides Penner, these men were Walter Downs, William Hanley, Frank Link, Milton Loucks, and James Murphy. SRT men were: Frank Creedon, William Chilton, Thomas Colligan, Herman Effler, H. A. Fraser, H. Hughes, Daniel Kules, O. Lynch, J. M. Matson, George Poehlman, J. F. Schrieb, Charles Parkhurst, J. F. Sullivan, and I. H. Willis. U&MV men were: George Audas, F. L. Blum, A. W. Cheney (from Oneida city), John Dilker, C. D. Doty (ex-express car motorman), Joseph Hardcastle (from Oneida city), Wallace MacMaster, V. W. Rhodes, J. E. Salisbury (from Oneida city), C. W. Sherman (from Oneida city), John Smith, and I. Williams.

On January 3, 1931, the Oneida Dispatch advised its readers as to the status of the former Third Rail Line under the headline "Shutting Down the Third Rail Line:"

> "The work is nearly done on dismantling the third rail system in this area; which was abandoned last Wednesday night. Switch cut-overs, derailing frogs, and other track equipment as well as arms on signal standards and towers were removed, and cross sections (of electrical conduit) were disconnected. A pick-up crew on the third rail tonight carried equipment to the Utica yards for inventorying. Power is to be cut off for good tonight, with sub-station employees working behind boarded up doors. The existent block system is not to be used for freight and milk trains that will continue to run on the West Shore Railroad."

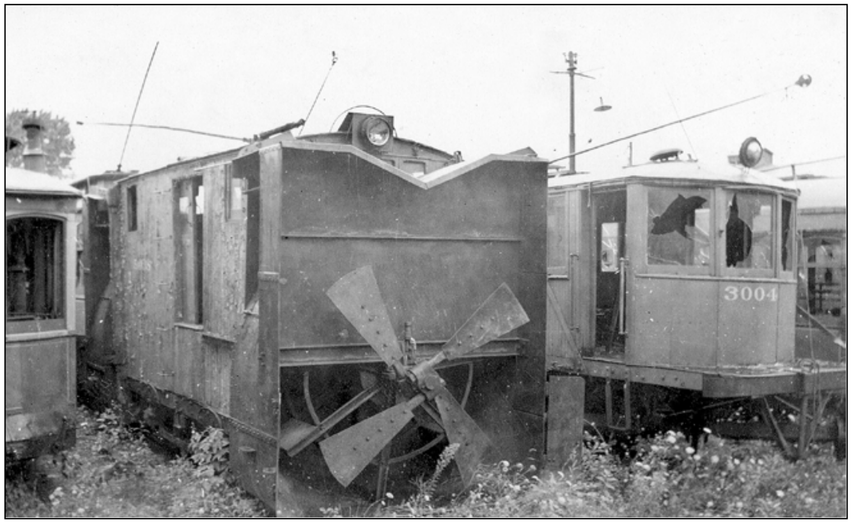
All of a sudden, New York Central's West Shore Railroad returned to being an all-steam railroad once again.

Two summers later, scrap dealer Maurice "Sol" Katz got the job to dismantle the third rail system that had provided a means of electric power for the operation of the line. His men started at the Syracuse changeover point using pick-axes to split apart the wooden third rail covers and sledgehammers to break the covers off of the rail. Twenty-five year old Albert Hasner was one of Katz's laborers. He wrote later:

> "We started on the wooden covers over the 3rd rail. Because the line had been idle, the wasps and yellow jackets had set up housekeeping in the power line. I got stung once; my chisel man four times. We worked section to section. After about six weeks, Katz put together a rail salvage crew, and so I came off the cover gang and teamed up with the rail crew. I used a torch to burn off the clips fastening the rail to the brackets, then another guy used a hammer to break off the three ears on the hanger (bracket) and after a few sections were done the rail would drop to the ground. Then we torched off the bolt nuts, hammered out the bolts, and sledge hammered the splice plates off the rails. That's when the rails came apart.
>
> "Katz had dug up an old dinky steam engine up in Vermont, and brought it to Syracuse. He rented two steam cranes from the New York Central, and also three work cars, two sleeper cars, and an engineer and fireman. We slept in the sleeper cars, worked 6 day weeks for 10 hours a day, got paid 35 cents an hour, and got our own meals.
>
> "The rail pick up gang consisted of two men to work the cranes, two men to hook the rails with tongs, two more men to load the rails into the gondola, and another man in the car to keep the rails straight and to unhook the tongs. There was also a flagman with a portable phone and a pole for protection. (The pole was used to connect the phone to the proper lineside wire.) A water boy kept busy trying to find us water but a lot of times farmers wouldn't give us any.
>
> "The steam engine ran real slow, sometimes 1½ hours without stopping. While the rails were being drawn into the cars, we threw the brackets into another car. Everything was brought to Utica. One time, about ten tons of brackets was stolen, and the police found them in a scrap yard.
>
> "I often think I was fortunate to find such good work. I raised my family, and never drew a nickel's worth of welfare or food stamps during those hard times."

By the end of that summer, Katz's men had salvaged all of the Third Rail Line's power distribution appurtenances so all that remained was the steam railroad's track structure. It was then that the New York Central crews took up all the unneeded third and fourth track and switches. The closed block stations were dismantled, and the rod-work from the buildings to the switches and signals was disconnected and salvaged. After all was said and done, the West Shore Railroad was reduced to its former double track complexion, but with many scars to show for what had been its temporarily enhanced appearance and purpose.

Upon the discontinuance of Third Rail and Oneida City electric operations, the aged rolling stock was sent mostly to Utica's Forest Park shop to await its fate. Cars #500, 502, 534, and 538 did similarly at Syracuse's Wolf Street shop that had been a joint SRT-OR maintenance facility. Interurban cars #504, 506, 508, 516, 518, 522, 524, 528, 530, 536 – and city car #596 – were all sold to Abe Nathan – the "Junk Man" – for a total price of $1,206. Brill car #510 was sold for $112.50 to Floyd A. Wilber and car #512 went to T. J. Williams for $130; both car sales included trucks and wheels. Number 514 – body

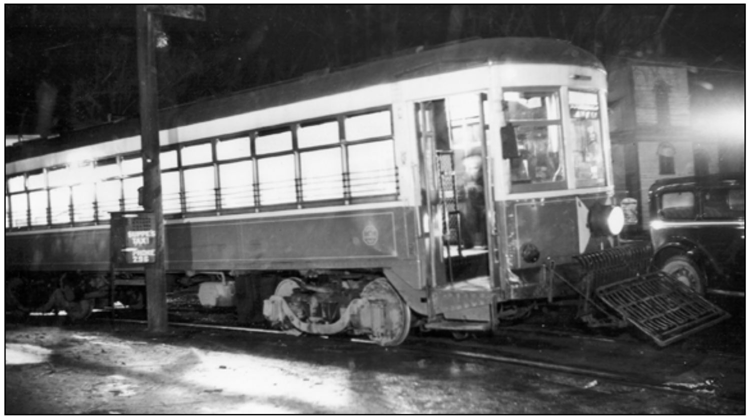


After the Third Rail Line's abandonment, the Peanut's rotary snowplow, #5008, languished in the Wolf Street shop yard until 1951. Other derelict SRT equipment keeps it company. Shelden S. King collection.

only – was sold for $75 to Clark Mills resident John Gates who used it as a "lawn ornament" until its condition warranted dismantling. For the bargain price of $125, W. C. Brassel acquired car #520 (body only) and used it to expand the seating capacity of his "Elgin Lunch" luncheonette. Number 526 went to Tom Ferrara for $75 (body only), #532 was sold to Mrs. Dewitt C. Enos for $100 (to reportedly also become a lawn ornament in Durhamville), and numbers 500, 534, and 538 were all burned at Eastwood Yard where their metal was then salvaged and sold for $200 to Utilities Equipment Company of Syracuse. The Peanut's rotary snowplow was also burned at Eastwood Yard. Express cars #404, 406 and 408 were similarly disposed of at Forest Park shop; Oneida City cars were integrated into Utica City service and eventually scrapped.

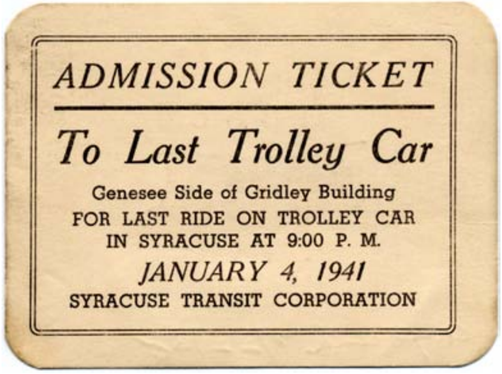
Historic car #502, of Utica Boosters fame, was the longest surviving Third Rail Line car. Until 1938 it was used to draw hopper cars loaded with coal from a New York Central siding to Wolf Street for burning in the shop's power plant. Finally, it met its demise by fire, too.

The preponderance of car sales and burning took place during the period 1933-38. By that time buses replaced city cars on SRT's Burnet Street line (January 22, 1933), the U&MV's Little Falls-Utica-Rome line ceased service (June 29, 1933), and its electric service from Utica to Clinton died on March 22, 1936.



Above- The last U&MVRy #3 line car prepares to leave Clinton on March 22, 1936. Photograph by Robert Gurley, courtesy of Barbara Munde.

Electric streetcar operation survived in Syracuse and Rochester until January 4 and March 31, 1941 respectively; Utica's electric service died five months later on May 12. Thus ended what had been the crowning achievement of the Andrews-Stanley syndicate, the foresight, acquisition, development, and operation of central New York's expansive electric railroad empire. Only Chauncey Loomis Allen and William K. Vanderbilt, Jr. lived long enough to learn of the total demise of the traction system they helped to create; Allen passed away at Alfred, N. Y. on September 7, 1941, Willy in New York on January 8, 1944. Andrews had died earlier in 1918; Stanley in 1926.



ADMISSION TICKET

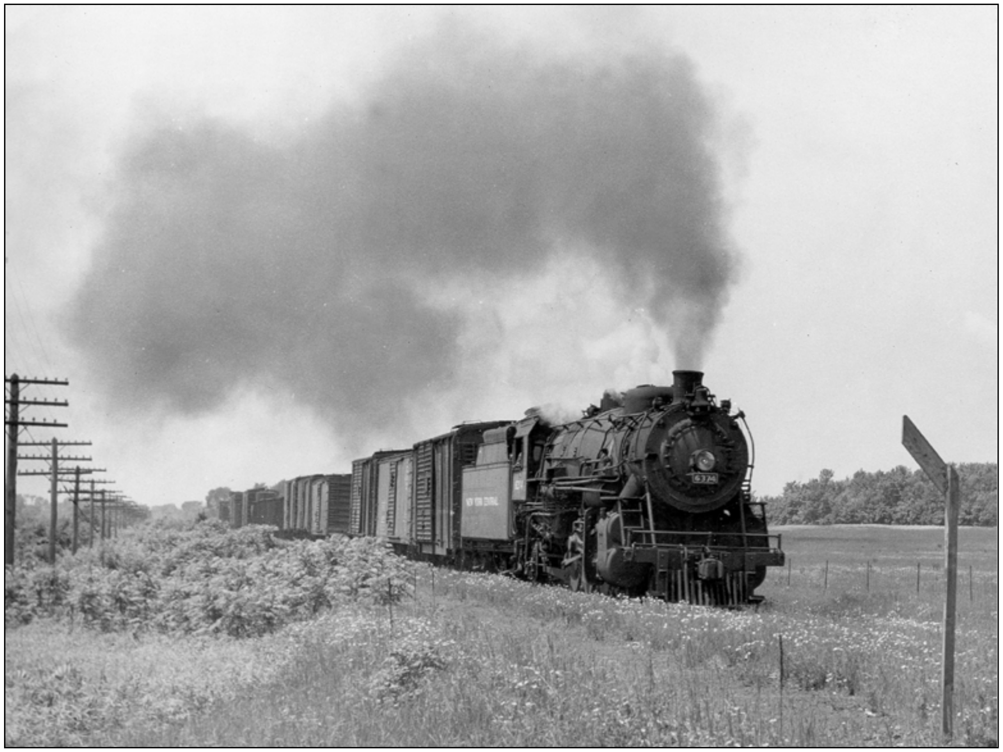
To Last Trolley Car

Genesee Side of Gridley Building
FOR LAST RIDE ON TROLLEY CAR
IN SYRACUSE AT 9:00 P. M.
JANUARY 4, 1941
SYRACUSE TRANSIT CORPORATION

Left- Electric trolley operation on the SRT came to an end on January 1, 1941. This ticket allowed the holder to ride the final car.
Len Kilian collection.

What happened to New York State Railways? The Rochester Lines were reorganized as the Rochester Transit Corporation on August 2, 1938, Syracuse Lines became Syracuse Transit Corporation on November 22, 1939, and the Utica Lines became Utica Transit Corporation on May 1, 1948. It was then that Benjamin E. Tilton, Wallace E. Pierce, and William T. Plumb – who had been appointed NYSRys Receivers on July 17, 1934 – petitioned the Northern District Court of New York to dissolve the corporation.

And, how did the West Shore Railroad fare once it became an all-steam line once again? Passenger service continued to be provided from Albany to Utica and from Syracuse to Buffalo, but the Utica to Syracuse section never saw scheduled passenger service again. It continued to be used as a secondary line by its parent, New York Central Railroad, who occasionally used it as a by-pass route when a wreck blocked its 4-track Water Level Route mainline. Possibly one of the West Shore's most famous visitors was when the elite 20th Century Limited detoured onto the secondary route in order to pass a wreck on the mainline east of Canastota. Several persons remember seeing the extra-fare streamliner crawling through Oneida Castle at a schedule-wrenching 10mph. This was in the early '60s; track maintenance was not then what it had been from 1907 to 1930, nor was the line between Oneida Castle and Vernon still a double-tracked railroad. The south track, #2, had been removed between these two places during June 1942. But, at least the line was still intact for use as a through route, which continued to be the case for only thirteen more years.

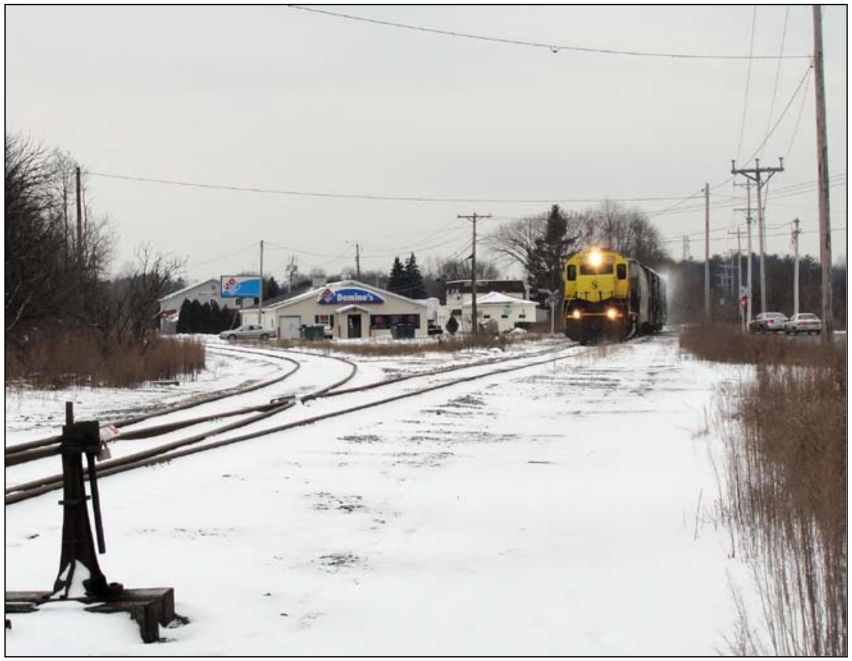


Above- In June 1951, West Shore Railroad Extra 6374 heads east at North Chittenango. Where speedy interurbans once ran, slow freight trains now plodded along. The third rail was removed 19 years earlier; where's the (single) track today?
Photograph by Ted Jackson.

In 1955, the same year that the NYC fully merged the West Shore Railroad into its system – the railroad then losing its corporate identity, the 12.9 mile long section from Minoa (Manlius Centre) to Canastota was abandoned, which made memories of the Third Rail Line's Stops 40 to 25 even more difficult to believe ever existed. But, at least the surviving line from Canastota eastward – where an easy connection could be made to the NYC's mainline – remained a through route. That changed, however, in 1964, when another 12.3 miles of the West Shore was abandoned between Vernon and New York Mills. The following year, the City of Oneida became a "no-railroad" town when the NYC removed its mainline from within the city to its northern outskirts. (The Ontario & Western had bowed out of Oneida and all New York State when it was abandoned in 1957.) A new industrial siding, however, was built from the new line in to the city so that service could continue to several customers. The former site of the NYC's Oneida station was used to build a high-rise apartment complex, and where the small yard had been became home to the city's municipal office building and fire department.

By the end of November 1977, the 5.6 miles of ex-West Shore Railroad was abandoned between Oneida Castle and Vernon, so that only the 5.9 mile Canastota to Oneida Castle section remained. In 1982, this last survivor of the Utica to Syracuse West Shore corridor was also abandoned. Today, the only short piece of the ex-West Shore Railroad to still see service is between the former sites of block stations WU and NF. The New York, Susquehanna & Western Railroad uses this single-track section to connect its ex-Lackawanna and O&W trackage to service small industrial parks in both New Hartford and New York Mills.

Today, the Shoe, Peanut, and Go-Buggy, as well as Windsplitters, Yellow Kid, One Round Maggie, the Old & Weary, and the West Shore Railroad itself are distant, yet pleasant, memories. Few people survive who had actually ridden the Oneida Lines interurban and city cars that stopped running on December 31, 1930, but many are the remembrances that have been passed along to descendents who continue to enjoy telling the stories to this day.



Above- The only section of the ex-Third Rail Line seeing service as of this writing (2013) is the South Utica (B.S. WU) to New York Mills (B.S. NF) segment, where the New York, Susquehanna & Western Railroad operates on an as-needed basis from Utica to businesses in New York Mills. On December 31, 2011, the Susie-Q's Mills Job approaches the former location of both B.S. NF and the O&W railroad crossing. The block station had been directly above the switch stand, and the diverging tangent track had been the O&W's Utica Division mainline location. Earlier, the O&W crossed the WSRR at this spot. The latter's depot had been located in the weeds at right.
Photograph by F. Daniel Myers III.

CHAP. 9

Leftovers

At the time of this writing, 2013, the operation of the Oneida Railway Company's Third Rail Line has been abandoned for eighty-two years. Its "ride" – the West Shore Railroad – fared slightly better, yet it, too, was scrapped piecemeal so that only one section six-tenths of a mile long survives to see sporadic railroad service. (See picture, opposite page.)

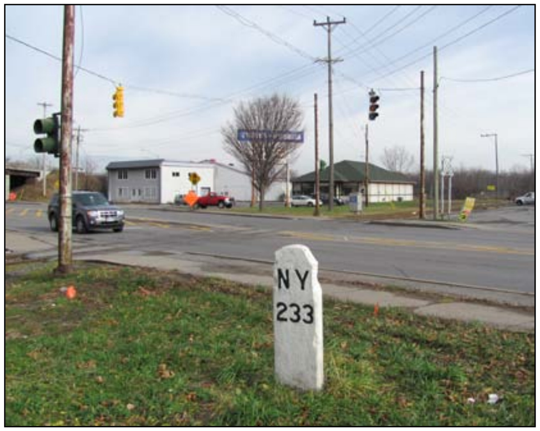
Beginning at the former site of Utica's Main Street terminal, where a parking lot is now in use, little remains from the OR-U&MV era. Even the street name has changed, from Main to Railroad. That's not a bad change. New York Central's 1914 Utica station, however, still looks on from across the street at the location where the old interurban terminal had been. But, the station is no longer railroad owned. It is a property of Oneida County where governmental offices abound. It is, however, still a Union Station after all of these years. It first became a Union Station in 1915 when the NYC allowed the Lackawanna and Ontario & Western trains to use the facility; today, Amtrak and the Adirondack Scenic Railroad both have ticket offices in the building and their trains regularly arrive and depart from the station's platforms. The Utica & Mohawk Valley Chapter of the National Railway Historical Society has its headquarters in the station, too.

Heading southward, up, Genesee Street, the once vibrant downtown has mostly moved to outlying malls in the suburbs, and without the constant rattling of electric cars moving along, the street remains quiet despite a constant parade of motor vehicle traffic passing through the inner city to more rural areas. Even the Busy Corner, at Genesee and Bleecker streets, little pedestrian presence can be detected; the Busy Corner Café is looking for a renter, too.

At the intersection of Genesee Street and Arnold Avenue in South Utica, where the Third Rail's changeover point got its start, electric transmission power lines mark the former location of the West Shore's mainline, but stores, banks, and parking lots nearly obscure any presence of the former railroad right-of-way. Upon close inspection, however, the presence of rails under Arnold Avenue and a parking lot's blacktop can still be discerned. But, from here to the western end of the changeover point, Mother Nature's overgrowth is reclaiming what was once the Third Rail Line corridor.

Below- The Busy Corner Café is closed. If trolleys and interurbans called at Bleecker & Genesee streets once again, there would be no need for the "For Rent" sign.

At Stop 1, French's Highway is today's French Road. This Stop had been located between B.S. WU and B.S. NF, the foundations for both interlocking facilities remaining. Between these two points today, can be found the only active section of the former West Shore Railroad and Oneida Railway Company Third Rail Line between Utica and Syracuse. This trackage is owned and used by the New York, Susquehanna & Western Railroad. The Susie-Q uses it to reach New York Mills and New Hartford via ex-NYC and O&W rights-of-way. At the former site of WU where a crossing at grade had earlier existed, the NYS&W has installed a curved connecting track so that they can switch onto the ex-WSRR from their ex-DL&W Utica Division mainline.



Right- WSRR milepost 233 is the only one still in its original location at the side of the railroad's crossing of French Road. B.S.WU had been situated in the distant right, while today's NYS&W owns the single track ex-West Shore line at middle-left. The orange wire-hung light is for highway traffic, the green pole-mounted light governs the railroad's crossing of the road. Stop 1 had been located just out of the view at left.

Once upon the WSRR-ORCo corridor, NYS&W trains will cross French Road and pass the site of Stop 1, and then pass under the new Utica arterial highway for New York State Routes 5, 8, and 12. Once the short local trains are on the west side of the arterial, at the former site of NF a switch leads into a curve where the ex-O&W Utica Division mainline is gained. Employing a reversing move not much further on, the NYS&W is able to head to the New Hartford Industrial Park where they irregularly serve several customers. Back at the former site of NF, NYS&W trains can run past the switch leading to the O&W to curve off of the ex-WSRR right-of-way in order to reach New York Mills. Besides the two foundations for the block stations, milepost 233 is still in place directly across the track from the former site of Stop 1. This is the only milepost to still be in its original location along the Utica to Syracuse Third Rail Line right-of-way. There are other mileposts still extant, as you'll see, but none remain loyal to where they had been placed by the West Shore Railroad.

Westward from the point where the NYS&W track curves towards New York Mills, the West Shore right-of-way is devoid of trackage. In its place, Mother Nature has found this to be a nice garden for tree and sticker bush growth. The Niagara Mohawk power company – now National Grid – has planted poles and strung cabling for its transmission line here, too. Although the Oneida Railway Company did not have its transmission line here, and its third rail is long gone, it's still nice to know that electricity is still being sent for usage via this corridor.

The overgrown ex-WSRR right-of-way quickly crosses an access road (Lomond Place) to a New York State Department of Transportation facility, then, the abutments and pier that had supported the double-track double span bridge W346 over the Sauquoit Creek can still be seen. Just beyond – at the intersection of New Hartford Street and Route 840 – is the former location of Stop 2 at Sherman's Highway, which is today's New Hartford Street. From here until near the former location of Stop 3, the new Route 840 multi-lane highway has taken its position from that of the WSRR right-of-way. Fortunately, a paved walkway has been put in place along the immediate north side of Route 840 so that where passengers at one time were sped along via a 500-series interurban car, pedestrians can enjoy a leisurely stroll. Beware the crossing of the 7-lane Route 5A, however; a roadway that had not existed during the days of railroad service.

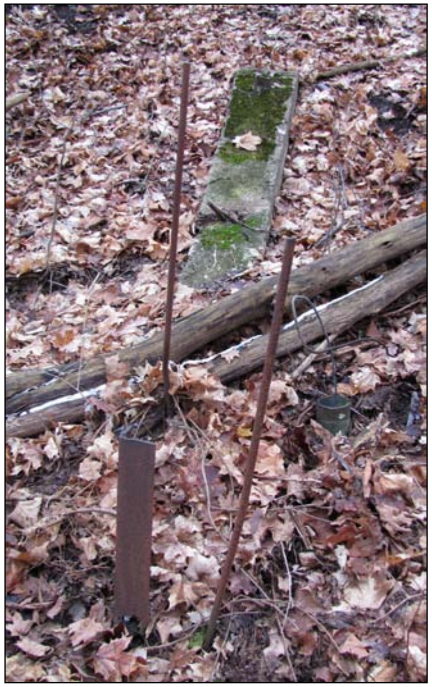
From the former site of Stop 3, Clinton Road then, Middle Settlement Road today, the paved walkway continues on to Judd Road (formerly Glatt's Highway) where Stop 4 had been located. Along the way, the Third Rail Trail passes a protected wetlands that is recognized as the Philip A. Rayhill Memorial Recreational Trail. There are several storyboards at a "rest area" where hikers and bikers can relax and contemplate the area but, unfortunately, neither of them make mention of the West Shore Railroad or the electrified Third Rail Line. Beyond Judd Road, where Rayhill's trail ends, the ex-railroad right-of-way continues but is overgrown to Stop 5 (Wood's Highway) and private farm land beyond to Stop 6. Woods Highway was where the platform and shelters for Stop 5 had been, and its name from interurban days has been retained through to the present time.

Left- These gals walking on the Rayhill Memorial Recreational Trail have no idea that the pavement under their feet rests upon the WSRR's right-of-way. Unfortunately, there is no signage to inform them of that fact, either. The view looks west towards Stop 4.

Clark Mills had been a Hind & Harrison Plush Company town when the Third Rail Line was whisking passengers back and forth to Utica and Syracuse. (Arthur Hind had been one of the Utica Boosters.) It had been a complete "railroad town" then, too. But, all of those facilities – from both railroads – are long gone. Only the foundation for B.S. AK remains, as does bridge W356 that crossed over the Oriskany Creek. Where the Clark Mills freight house had been, nice residences and a paved street can be found today. Across County Route 32, Clinton Street, the NYWS&BRy wooden station that served as Stop 6 is gone; the station grounds now completely overgrown. The foundation for B.S. AK serves to mark the location for the West Shore's crossing of the O&W's Rome Branch, but the railroads are both long gone; the O&W since 1957, the WS since 1964. Not far beyond the Oriskany Creek bridge (W356), rubble, weeds, and a cracking foundation serve as the tombstone for the site of sub-station #1. This is where the electric heartbeat for the Third Rail Line's power system was received from the public utility. Two of the other three sub-stations still survive; it's too bad this most important facility isn't still standing, too. This ex-sub-station remained unused for nine years but, on January 20, 1939, the electrical equipment inside the structure was sold to Abe Nathan for $600. Then, Abraham Acee acquired the building and, along with brothers George and Joseph and first cousin Anthony, formed the Acee Meat Packing Company that used the building as a slaughter house. The former sub-station and slaughter house was razed on July 27, 1952, but Acee Lane continues to access its site today. Only the concrete foundation for the sub-station survives.

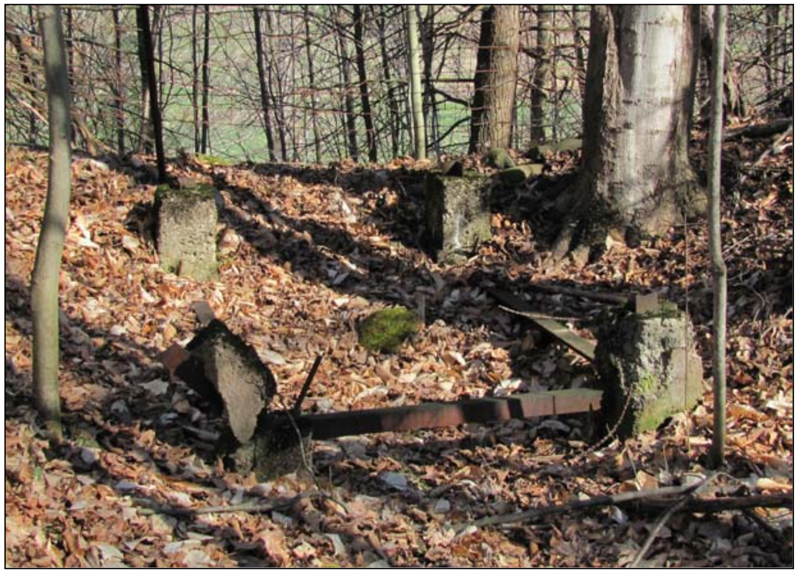
Above- This electronically made fish-eye lens view was taken from atop bridge W356 and shows the Oriskany Creek flowing from right to left towards the Erie Canal. It was, and still is, one of the historic canal's major contributors of water. The wood decking that still extends across the two spans of the bridge is not quite ready to have rails laid down upon it once again. Wouldn't it be nice if the need to do so should arise? The view looks east.

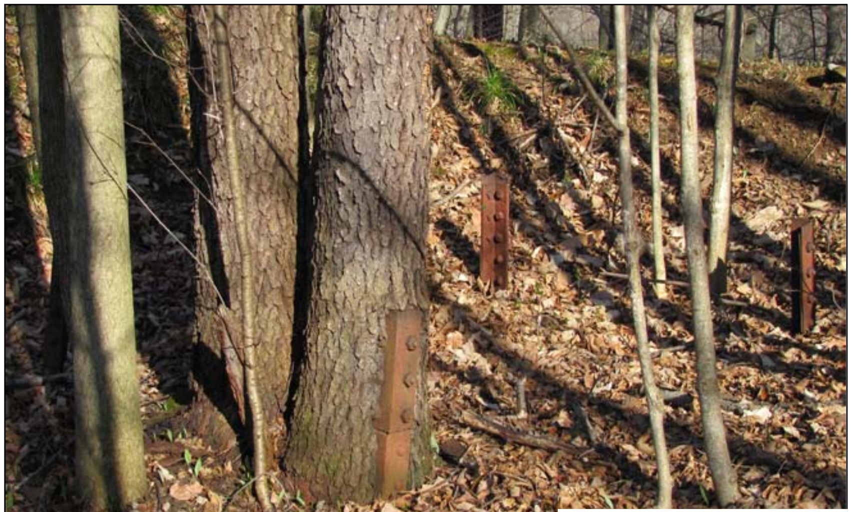
The Comstock Highway of yesteryear is today named Stop 7 Road (right), that's where Stop 7 was located. I bet you quickly figured that out. Now that we're west of sub-station #1, there are a bunch of Oneida Railway Company leftovers to look for, namely transmission line tower bases. As you may recall, Henry Throop told us that there were 392 towers erected between sub-stations #1 and #4, and all of them were set into concrete foundations, some as deep as nineteen feet. So, if nothing else, those concrete foundations are still in place waiting to be found. But, over a hundred years worth of erosion and fallen leaves has pretty much covered them all up. We are fortunate, however, that when the transmission system was being dismantled, the scrappers cut the tower legs about two feet above the ground. (See picture on page 99.) This saved a lot of back ache for them, while at the same time created pleasure for us. Those now rusted legs sticking up mark the spot for a surviving tower base, and once your eyes get tuned to looking for rusted metal among the thick overgrowth along the north side of the railroad's right-of-way, they are fairly easy to spot. I've hiked along a lot of the distance between the four sub-stations – walking in Throop's foot prints – and have seen many of the tower bases. What amazes me is that many were placed on the downhill side of an embankment when level ground was so close by (such as the base for tower #149, right below, where the concrete foundation runs down hill and the ground wire is sticking out of its conduit), and that there are so many variations on the concreting in of metal legs theme. I've seen just two legs sticking out of the ground, four legs sticking out of the ground or concrete bases, some legs are bolted to concrete posts, but most disappear directly into the earth covered by years of leafy compost. If you're lucky, you'll find some tower bases where the three inch grounding pipe is visible with the copper grounding wire still encased inside. Whenever I run into one of these, I can't help but think of that 5-foot square copper plate placed 5-feet down that acts as the grounding medium. I'd like to devise an efficient "concrete buster" – not a sledgehammer – that could blast away the concrete so that the copper plate could be salvaged. Copper is worth a lot these days, you know. If you care to traipse along looking for these bases you'll be impressed and intrigued by their variety, too, and you'll have a lot of fun doing it. I know I did.

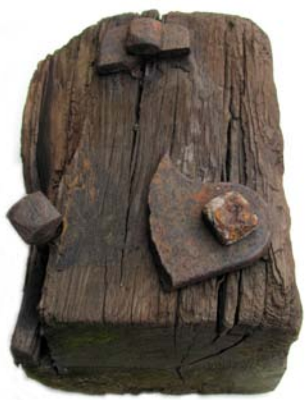


Between Clark Mills and Vernon, 8.64 miles, there is very little civilization to speak of, Hecla notwithstanding. Along the way, the abandoned railroad line crosses Route 233 (Stop 8's Westmoreland Highway) then Creaser Road (Stop 9's Cheese Factory Road) and the now non-existent Teal's Highway where Stop 10 had been located. Teal's Highway as crossed at grade, and the railroad crossed over Route 233 and Creaser Road via bridges W360 and 361.

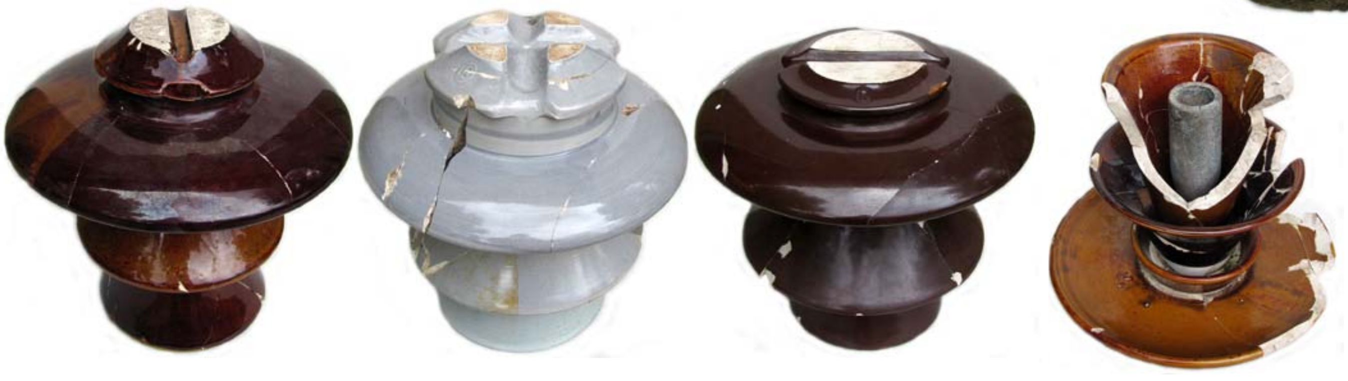
At the former site of Stop 8 you'll be hard pressed to even locate the right-of-way. On the east side of the former Westmoreland Highway a golf course covers over the former railroad line, while to the west, Seymour Lane's pavement has covered over the West Shore's trail.







Many different designs were used for transmission line tower bases. The most prevalent were having the legs placed into concrete so that only the legs were above the ground, such as base #28 (upper right) where a tree trunk is in the process of encasing one of the legs. Another style was to have the legs fastened into concrete pillars that stood above the ground surface, such as for base #38, upper left. The picture of base #149 on the previous page is a third example, and you'll see a fourth shortly. Right- To scrap the third rail, the workmen sledge-hammered the bracket(s), leaving behind fragments of fastenings for its heel and toe. This tie section had been cut off afterwards; not many were. Also sledge-hammered were the transmission line insulators to get the metal pin out as it was salvageable while the insulator was not. The only surviving pin (lower right) rests inside a Thomas M-4325 insulator that came from tower #148. From below l/r- an original M-4325 insulator from tower #25 and later replacements from the Ohio Brass Company, models M-4395 (gray), and M-4411 (Chocolate) from towers #65 and 27. To reconstruct these once broken insulators shown below, the author harvested, and then had to glue together, over 500 pieces from the collective "killing fields."



The Third Rail Line's right-of-way west from Creaser Road all the way to Hecla is an especially scenic corridor that is owned by area native – and lifelong farmer – Donald Pick. His abandoned portion of the one-time electrified Third Rail Line's right-of-way is chock full of third rail artifacts, i.e. transmission tower bases and insulating blocks. An intact third rail mounting bracket was harvested here, as well as several sites where a large debris field near transmission tower base #25 allowed for the reassembling of a Thomas Company transmission line insulator. Along the way between Creaser Road and Hecla's Station Hill Road, you'll pass the former site of Stop 10, which today is marked by snowmobiler's directional signage as well as a muddy four-corners where Teal's Highway had crossed the railroad at grade connecting South Street with Cooper Street.

Don Pick owns the ex-WSRR right-of-way from Stop 9 to Stop 11. His son, Steve (left), holds a wooden insulating block they found near Stop 10. At Creaser Road, a Penn Central sign still warns people not to trespass, right. But, milepost #240 is still waiting to be harvested nearby.

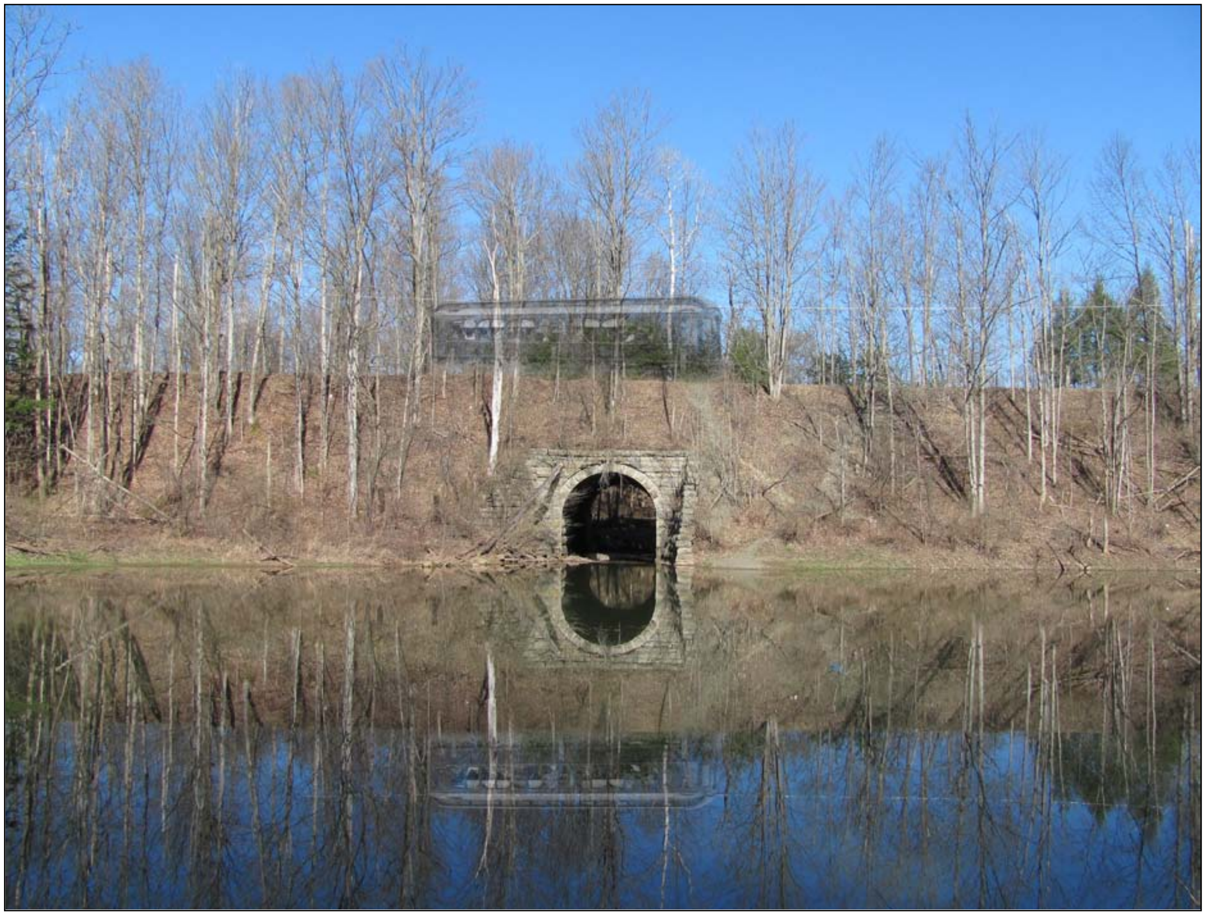
Eastward from Creaser Road is not as quite an enjoyable hike as westward. This is a very muddy and water clogged section of the abandoned trail, and you'll have to disregard a Penn Central No Trespassing sign, also. But, Penn Central – New York Central's successor – has been out of business since April 1, 1976. There is, however, one very nice West Shore artifact lying within a muddy ditch east of Stop 9. I've left it there for you to find, but be sure to have eaten your Wheaties before you go looking for it. Mileposts (#240, in this case) are heavy, you know.

The Hecla Road of Stop 11's days is today's Station Hill Road but, regardless of era, the road's northern end was at Cooper Street in the heart of Hecla. I don't want to give you the idea that Hecla was ever a metropolis and, if you ask most folks today, they don't even know where Hecla is. Even the highly-regarded traction aficionado Jim Barstow stated in his notes that, "I looked for Hecla several times and could never find it." Hecla was never much of a place even when its Nineteenth Century iron works was in operation. Today, it's just a blip on a map and a bump in the road, but it was enough of a place for a Union Church to be erected and for the West Shore to put up a small wood frame depot that Third Rail riders used while awaiting interurban service.

If the hamlet of Hecla is hard to find – and it really isn't – then Hecla Pond was downright hidden from civilization. If you turn off of Station Hill Road on to Denslow Road, however, you'll not only be driving atop the WSRR's right-of-way as we've previously done at Seymour Lane, but the road will take you to the pond where ice harvesting was undertaken prior to the West Shore's conversion; foundations for the icehouses and the chute's engine house still survive. The reason for the West Shore's paving here is that a modest eight home residential area has blossomed. Beyond the macadam, tranquility and tree growth returns to the old railroad bed, but, don't forget to look for Hecla Pond's 18-foot arch culvert that is numbered W362A, and still allows the outlet of Hecla Pond to pass under the railroad's high man-made embankment. If you feel especially energetic on the day you visit here, you might consider scurrying down the embankment on the north side of the ex-railroad's right-of-way. Doing so leads to an especially scenic gorge where Hecla Pond's water flows north, which is also where the early Hecla Iron Works was located. Look for reddish stone in the waterway as they are pieces of Hematite ore that the foundry had used to make its iron. Some of its foundations survive, too.

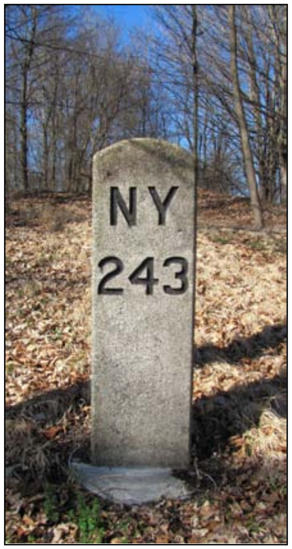
To continue westward, return to Station Hill Road, turn left to get to Cooper Street, and then turn left to reach Dean's Highway. Again, turn left and – after passing the Dean Homestead – you'll arrive at the West Shore's abandoned trail once again.

At the old Stop 12 – Dean's Highway, which continues to be so named, the railroad had low-bridged the road. After the railroad's abandonment here, the bridge (W364) was removed so that today there are no height restrictions for vehicles traver-



Above- I have been told by many folks more knowledgeable on the subject than I am, that "ghosts" only make themselves known to living persons they feel comfortable with. If that is true – and I believe it is – that may be why this ghostly 500 allowed itself to be photographed while skirting Hecla Pond and crossing bridge W362A. I believe that this is a "real" ghost as its reflection can also be seen within the placid pond's water. I presume the car is eastbound; Stop 11 is to the right. After it crosses Station Hill Road it'll be cruising upon Don Pick's land and the beautiful setting shown on the next page. I like this type of ghost.

sing this rural thoroughfare that connects New York State Route 5 with Cooper Street. The latter street, by the way, runs between Westmoreland and Vernon. If you are itching to visit this section of the old West Shore, then you should be advised that Cooper Street provides more proximate access to the railroad's right-of-way. And, because I know that you'll eventually find your way to the Dean's Highway crossing of the railroad and, because I also know that you'll stop to look both ways when you get here, I'm sure you'll see milepost 243 sitting right smack dab in the middle of the right-of-way on the west side of the highway. Its original location had been alongside the tracks, of course, just to the west of where it is now on display. An energetic husband moved it to its new site.



Only four-tenths of a mile west from Dean's Highway is Beaver Meadow Road, which is the successor name to Stop 13's Pines Highway. This is where Vernon Grade depot had been situated. Between Beaver Meadow Road and Dean's Highway, the old right-of-way is used as a farmer's lane and snowmobile trail. Because of this it has been taken care of and is an excellent stretch of the old railroad to explore on foot. So, I suggest you park your car off of Beaver Meadow Road and take a few moments to hike back to Dean's Highway.

Left- Any moment the ghostly 500 we saw on the previous page will appear from around this curve on Don Pick's land. This is an especially well maintained section of the old Third Rail Line. Maybe that's because Don – age 82 at the time of this writing – remembers his grand-mother telling him years ago about riding in the interurbans while walking near Teal's Highway.
Above- Milepost #243 (left) has been moved from its original site nearby to where the west abutment for bridge W364 had been earlier. Not much further west, a whistle post (right) still protects the passage of "ghost cars" for the railroad's crossing of today's Beaver Meadow Road at Vernon Grade.

Between Stop's 12 and 13 is where block station VG had been located; on the south side of the three tracks almost midway between the two roads. Unfortunately, the block station building is long gone; likewise its foundation. But, interestingly, several of the concrete blocks to which were fastened the piping that ran from the block station to the switches and signals are still to be found in place. You wouldn't find these unless you were snooping around on foot. Nearby are other similar concrete pipe mounting blocks that have been excavated and pushed to the side, just as was the case with similar footings for WU's and NF's piping. As I said, Vernon Grade's building is gone but, believe me, I've looked hard and long for any surviving components; there just aren't any. Keep in mind, too, while doing railroad archeological work here, that there are several variations of transmission tower bases to be found, too. And, if you have never examined NYC's concrete fence posts this is a good section to examine them, along with a concrete whistle post. The NYC had established a concrete fabricating plant alongside the West Shore Railroad just west of Eastwood. It was there that any lineside concrete appurtenance was made; mileposts, whistle posts, and fence posts. It is the fence posts that may be unique to this region of the NYC as they have been used along sections of the railroad's mainline, West Shore line, and branches. They continue to stand where wood posts have deteriorated, and their 18-foot spacing made them less costly to install. But, they're heavy!

Continuing westward, the wooded trail to Vernon is broken only by New York State Route 26 – the old Rome Turnpike (Bronson's Highway) where Stop 14 had been, Wood Road – Stop 15's Wood's Highway, and Ward Road. Immediately east of both Wood's Highway and Ward Road, deck bridges W368 and W371 remain in place. Seeing these, you may be wondering why so many of the West Shore's steel deck bridges still survive. You'd think that they would have been removed during the track scrapping process, but that was not the case. The reason was due to Dum-dum. "What's that?," I know you're asking. Dum-dum is a mixture of black paint, tar, and asbestos that the railroad applied to a bridge's steel as a preservative. It was quite effective, too, not only for prolonging the railroad life of the span but for lengthening its life after abandonment. It was the costly asbestos removal to which the bridge survival can be attributed. When you look at this deck bridge and you see the black coating, that's the Dum-dum. Is there an official name for this substance? If there is, even the New York State Department of Transportation official that told me of Dum-dum does not know of one. As the abandonment years have worn on, a lot of the Dum-dum has flaked off into waterways passing under the bridgework, and I bet the Department of Environmental Conservation would like to charge somebody with polluting the waterways. But, until someone other than Mother Nature can be found at fault the DEC can't charge anyone with an environmental crime.

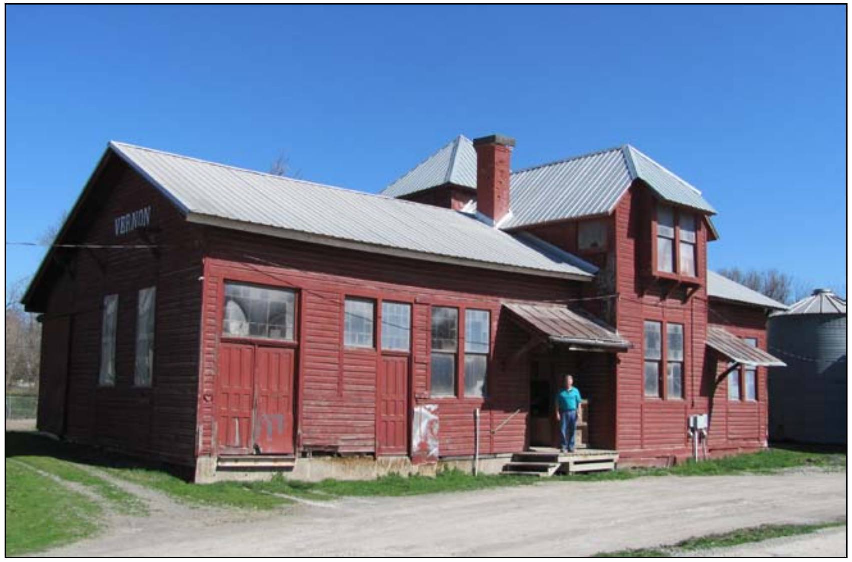
On the eastern outskirts of Vernon's station grounds, another Dum-dum laden deck bridge, W372, still crosses over Sconondoa Creek. Immediately to the east of the bridge – and on the south side of the track – was the location of B.S. VO, where nothing remains. This was the western end of Vernon Grade's 3-track territory; only two tracks crossed bridge W372 to enter Vernon.

At Vernon, we have a real bonanza awaiting us. That prize is the surviving Vernon NYWS&BRy-built station that had been used by Stop 16 passengers. This standard design West Shore depot, with a footprint of 24-feet 3-inches by 64-feet 4-inches (with a 31-foot overall width measured at the roof mounted telegraph operator's rooms), was a Victorian-styled masterpiece when new, as were all West Shore stations regardless of size. By employing elements of ornamental siding and moldings, as well as stained color glass window panes surrounded by clear panes, the railroad created modest sized station houses that were tasteful and appealing to the eye. This depot was almost as tall as it was wide, a height that can be attributed to the large 11-foot square telegraph operator's room mounted atop the building's main roof. It was the prolific employment of positioning the operator's room in this position that would cause these to be unique buildings and make them immediately recognizable as being built by and belonging to the New York, West Shore & Buffalo Railway. By the time of this writing, the Vernon station is 129 years old, and while its appearance has suffered due to old age; its condition is still remarkable. That is due in large part to the Pohl family.

The George D. Pohl Manufacturing Company came to Vernon from Ava, N. Y. in 1898 at the urging of then Vernon Mayor J. J. Bartholomew. The company was an early manufacturer of stationary gasoline engines, but after its move to Vernon – in a building immediately south of the railroad station – its product line was expanded to include agricultural and dairy machines. The building of stationary steam engines was curtailed shortly after the company's move to Vernon. The Pohl Company continued to be a viable and successful business for twenty years. But, due to aggressive undercutting of engine pricing by International Harvester and Fairbanks-Morse companies – and an increasing number of customers not paying for an engine, the modest-sized business failed. Fortunately for the Pohl family, it had already assumed operation of a feed and agricultural based supply company that has remained successful until the present day.

Because of its new business, Pohl Feed, Inc. continued to rely on the freight services of the West Shore right up until the time of the railroad's final abandonment to Vernon from Canastota on November 1, 1977; Vernon to New York Mills had been abandoned earlier during 1964. Although the line was still complete prior to the 1964 abandonment, the railroad had discontinued the Vernon agency during the early 1950s and thereafter employed a traveling agent to handle company business done there. It was at that time that the Pohl family purchased the Vernon station from the railroad, and integrated its use into the feed, fertilizer, and agricultural equipment business, a purpose in which it continues to be used at the present time.

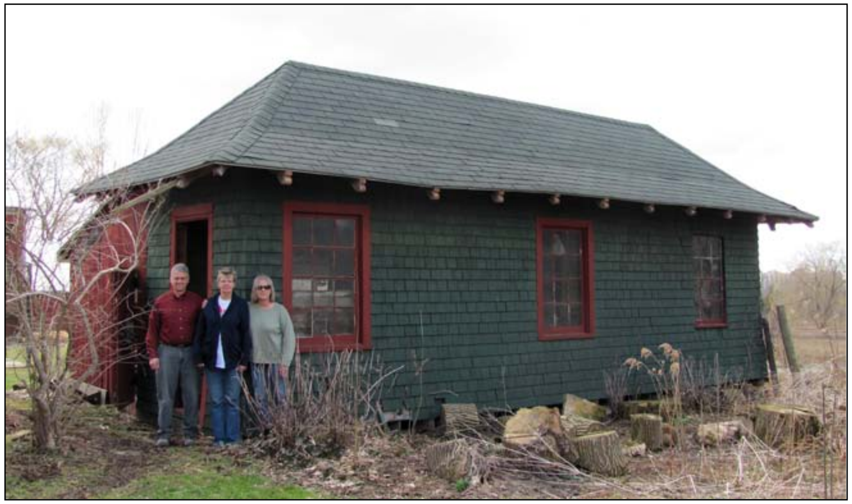
While the Pohl family did not take any measures towards preserving the station, they did little harm to it, only using its interior space to store materials vital to the business. Yet, Dana Pohl – the current family member in charge of the business – acknowledges the family has always been aware of preserving the historic value of the only surviving railroad building in the company's home town. His family had also wanted to purchase the freight house and its property from the railroad, but the NYC – employing its infinite wisdom – would not sell the land until they dismantled the freight house first! So, the Pohl's never got either one.



Above- Dana Pohl stands on the platform for the rear entranceway into his family's Vernon depot. It is the only NYWS&BRy built survivor on the Third Rail Line's Utica-Syracuse corridor. Pohl's Feed, Inc. uses the building as part of its agricultural based business. After this picture was taken in 2012, Dana has had some minor woodwork done and a repainting from red to green. The mainline had been on the other side of the building, but that face has been altered so that it is not quite as attractive as this, the rear. To explore the depot, see Dana.

The Pohl family's Vernon station is the only surviving example of the architectural style used by the NYWS&BRy for its depots along the 44-mile corridor where once ran the Oneida Railway Company's third rail interurban cars. Although today it is nothing more than a warehouse, it is still easy to interpret its interior elements and rooms, as well as climb the stairway to the former telegraph operator's office. How nice it must have been to witness the arrival and departure of steam trains and electric cars from this elevated office. By utilizing one's own imagination, those trains and cars calling at Vernon can still be enjoyed.

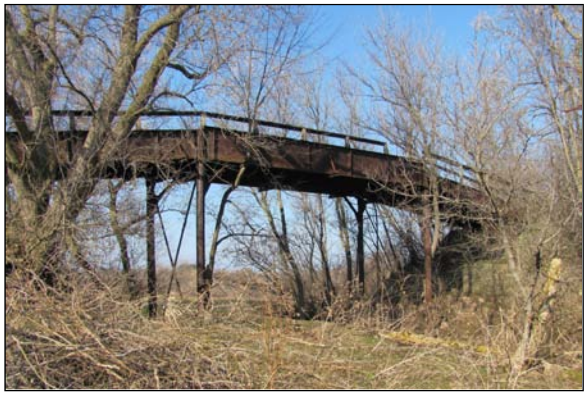
Oh, did I say that the station building at Vernon was the only surviving railroad facility still in place? Well, I suppose I did, and that's correct. But, the former ORCo shelter, building #269, had been acquired by Charles Lampman years before the Pohl's became the station's owner. Mr. Lampman, along with his son, Peter, then moved it to their residential property lying several miles to the east using rollers and oxen. It serves the current resident as an attractive poolside bath house.

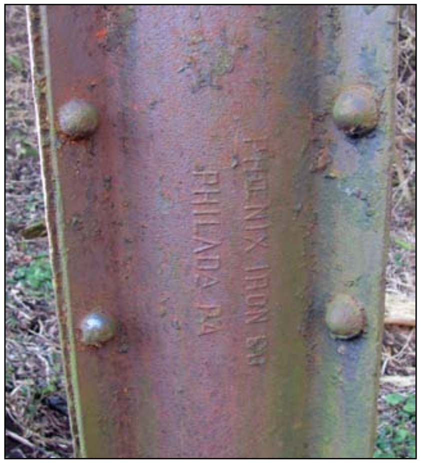


Although it was never a possession of the WSRR or ORCo, the West Shore Hotel still survives and remains in Vernon, too. It sits astride New York State Route 31, Stop 16's old Verona Street, just south of Pohl's depot. Regarded as a local watering hole, it hardly caters to the traveling public any more, and it may have been sometime since an overnight guest lodged there, but it still provides drink and merriment today as it has done for its over one-hundred year life.

The rural abandoned right-of-way continues westward from Vernon. It is difficult to ascertain where Stop 17's Maxwell's Highway had been since there are no roads today that cross the abandoned right-of-way between Vernon and Stop 18. Examining current aerial views of this area does reveal remnants of an old (unimproved) road that extended from Route 5 to the railroad and beyond to today's Carrick Road that intersects with Stoney Brook Road. The location where Maxwell's Highway had crossed the railroad is very much an uninhabited and remote area today, which is most likely the reason this Stop was discontinued early on during the Third Rail's life. Not much further along, two surviving "hump back" bridges are still to be found crossing over the old right-of-way. Farm vehicles haven't had the need to use them in years, but their continued existence has given name to a Bed & Breakfast business nearby; Trestle Acres. The bridges had officially been W376 and W377. On March 17, 1882, Edward and Mary Williams deeded 4.169 acres of land to the New York, West Shore & Buffalo Railway in return for $3,500. The land was used for the right-of-way upon which surviving bridge W377 still sits, waiting for the next train that can never come.

Left- Vernon's other survivor is the Third Rail Line's shelter #269. It is owned by Diane Slavin (right) and used to augment her pool that is on the other side of the historic building whose colors are quite authentic. With Diane are friends Liz Chandler and Dana Pohl.



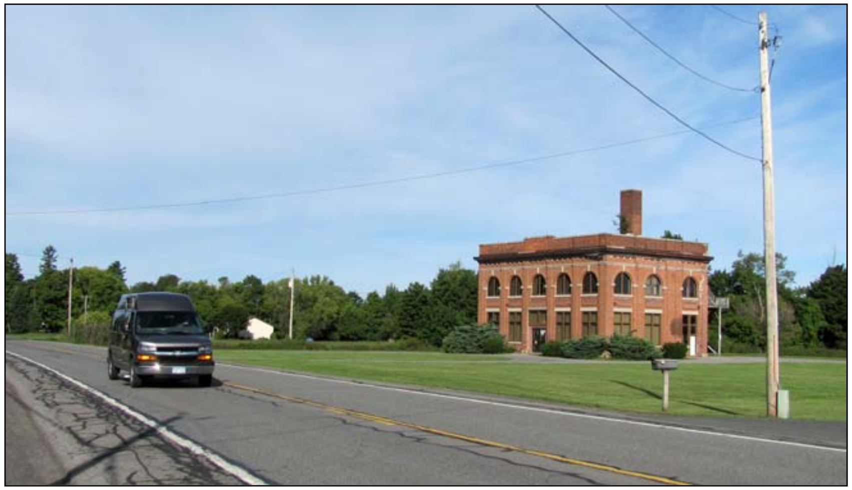


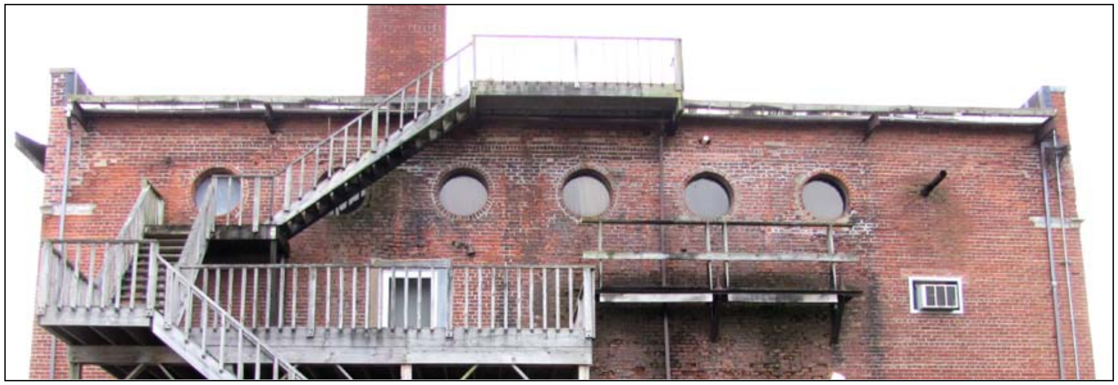
I've stood atop both hump back bridges and, frankly, I didn't know that W376 existed until seeing it from its westerly brother. (Right- Bridge W377, looking northwest.) You can imagine my excitement and delight. They both are supported by components fabricated by Philadelphia's Phoenix Iron Company. (Right- one of the four main supports seen above shows off the name of its maker.) While the metal is still strong, the deck timbers are considerably rotted. But, that did not stop me from clambering to the top of both. Honeysuckle is thick here, and is prominent along most of the West Shore's abandoned right-of-way, so much so that this railroad's surviving path could accurately be referred to as the Honeysuckle Trail. The brush is so thick that it would be an impossibility to try to examine this old right-of-way today during foliage seasons.

By employing a degree of whimsical imagination while standing on these bridges, I could almost anticipate the passage of a steam train; its engine exhausts rattling the deck boards while passing underneath, my nostrils devouring every last coal smoke scent. Maybe a speedy interurban car would come zipping along; its flat front pushing air that buffets my chest as it slams by. Did the farmers using these bridges years ago stop to watch, and appreciate, the approach and passage of the trains and cars, I wonder, or am I attempting to relive what was not? There is nothing more permanent than something fleeting, I suppose, if only in our minds.

These bridges were nice to see, and are the only two surviving, but within eyesight from W377 another wonderful Oneida Railway Company survivor still stands.

Proceeding westward from Vernon on Route 5 – Cooper Street ends in Vernon, the old railroad angled its way over to the highway, so that driving on the State Road today you can't help but notice the brick #2 sub-station, building #215 (below), as you near the outskirts of Sherrill. The Oneida Railway labeled this building as its Vernon sub-station, but it is much closer to Sherrill's Stop 19 than it had been to Vernon's Stop 16. While there are two surviving sub-stations – we'll get to the other in a little while – this one is the finer example, having better withstood the ravages of time and ownership. After the Third Rail Line's abandonment, the electrical equipment was removed





Page opposite bottom- You can't miss seeing sub-station #2 while motoring along on Route 5. The Third Rail Line had been located within the grassy area between the building and the old Seneca Turnpike. The rear of the building (left) still showcases the six portholes where the ORCo's electricity came and went. The air conditioner and staircase are later additions. The building had at one time housed Oneida Indian Nation President Ray Halbritter's office. Below- Bob Pickels, ably assisted by Bailey, holds the picture presented on pages 148-149. Morrison's Crossing had been located behind Bob's right shoulder. His milepost is just off to the right.

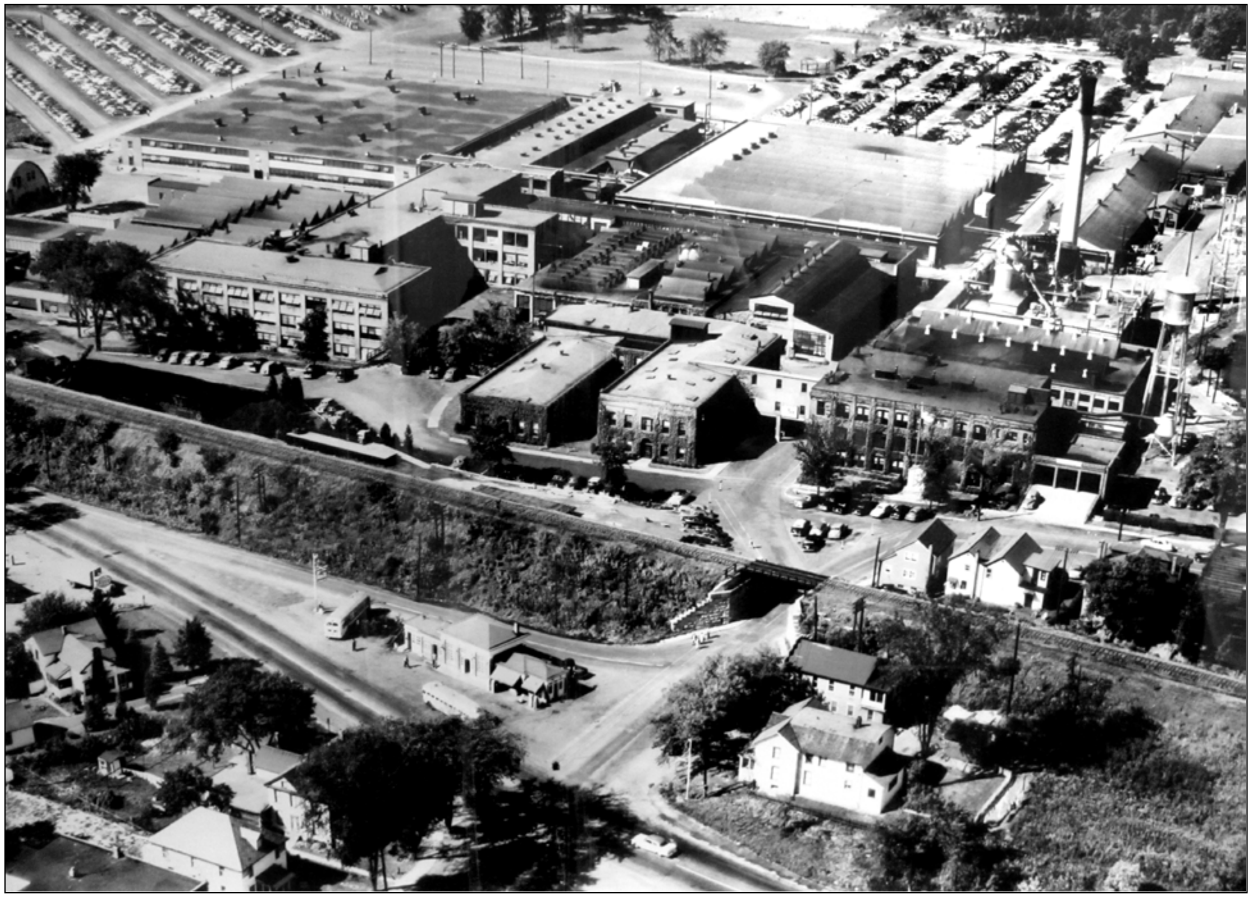
from this sub-station, after which it languished for a dozen years. Then, on July 24, 1942, the building was sold to the city of Sherrill who paid $1,400 to become its owner. The city used it as an incinerator; today it is a property of the Oneida Indian Nation having been used for office space initially. It is currently unused. The Oneida Indians, however, continue to maintain the building and grounds so that the old sub-station proudly stands today as a monument to its past.

As attractive as building #215 is when viewed from the front, its real appeal can be found at its rear. That's where the 60kv conductors entered and left the building. To do so, each line was provided with its own 3-foot diameter porthole to pass through, and these six round openings are still to be seen and appreciated by those people who take the time to stroll around to the back side of the building. It is these six portholes that make the building a unique survivor since the Manlius Centre (Minoa) sub-station, which is the other extant sub-station – has only three entrance openings for the power lines. So, in its own way the #4 sub-station is unique, too.

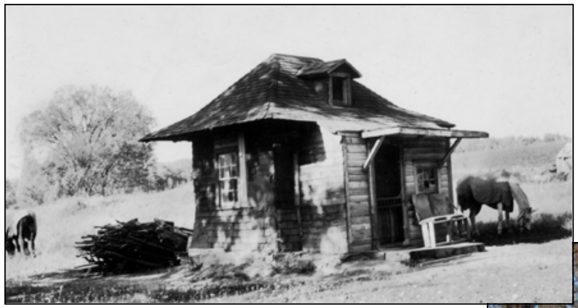
Just a hop, skip, and a jump west of sub-station #2 is where the ancestral Route 5 had crossed the railroad at Morrison's Crossing, Stop 18. Today's Route 5 remains on the south side of the railroad's right-of-way so that it is difficult to visualize exactly where this one-time dangerous angled crossing had been. But, if you knock on the side door of Nancy and Bob Pickels' home, they'll be happy to show you exactly where the grade crossing was. Bob may even show you "his" milepost 249. It's not in its original location, but today, close by is still good enough. From this point westward, Route 5 remains south of the abandoned railroad, whereas ancestral portions of the Sen-

eca Turnpike had been located along the railroad's north flank that is today's East Seneca Street.

Continuing west on Route 5 the abandoned right-of-way is on the right hard by the road, and once we arrive at Sherrill there are two traffic lights. The first one is for Betsinger Road that had been Sherrill's Highway when the Third Rail Line was in operation. While it appears now that the road must have gone under the railroad it actually had been a crossing at grade, between transmission towers 134 and 135. The disparity in elevation is due to New York State relocating Route 5 to its current position from north of the railroad. The next traffic light was where Sherrill's Stop 19 had been located. This is where today's East Seneca Street ends, but had been where the ancestral Route 5 passed under the railroad from its north side to its south. The bridge had been W379. There is little here from the railroad's era, except for the embankment upon which the right-of-way had been. The Oneida Community Limited – later shortened to Oneida Limited – main factory plant is still present but is used under new ownership, Sherrill Enterprises.



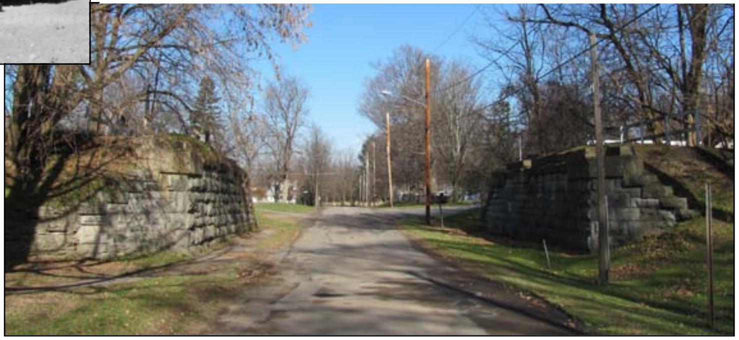
Left- New York State Railways' Oneida Lines had been abandoned for twenty-one years when this aerial view of old Stop 19 was taken in 1951. At that time, Oneida Limited's main plant was going "full-tilt," the WSRR had become single-tracked – likewise bridge W379, and several buses have stopped at the local "depot" becoming the last vestige of public transportation to serve the community. That little "depot" sitting between the old and new Seneca Turnpikes was originally built as a showroom for the Limited's "Community Plate" flat and hollow ware. It was constructed in 1929, immediately after New York State relocated Route 5 to an all-south side of the railroad. Attached to it were wings for a Mobil gas station and rest rooms. Local legend believes the structure to have been a "railroad" depot. But, we know better, don't we? The showroom became a waiting room for bus passengers and a small ticket office took over a portion of the east (near) wing. The art-deco building survives as of this writing as the Crane Company headquarters; Sherrill Enterprises utilizes a portion of the old main plant.



Stop 19 had been where the "Peanut" met all "Shoe" local cars; the SKT carbarn had sat where the Savon gas station and convenience store is now. From here, the Kenwood Extension proceeded southward alongside Oneida Community Highway, which is today's Sherrill Road and Kenwood Avenue. Between Route 5 and Oneida Creek there is nothing to see of the Peanut's old path. At Oneida Creek, however, the abutments for the line's only bridge are still present as is a right-of-way embankment south of the creek. One of the SKT shelters had been placed on the west side of the Mansion House – the Oneida Community's ancestral home – but it has been moved to a new location, whereas the old O&W Kenwood station that had sat just to the shelter's west was razed by the railroad. The SKT's Chapel Street shelter has been moved to the former homestead on nearby Union Street of Adolph Napoleon Bonaparte Montigney (above) after he acquired it upon the line's cessation of service in 1927. It's still there today, but has been remodeled into a garage. The bridge abutments and Monti's shelter turned garage are all that remain of the OR's Kenwood Extension.

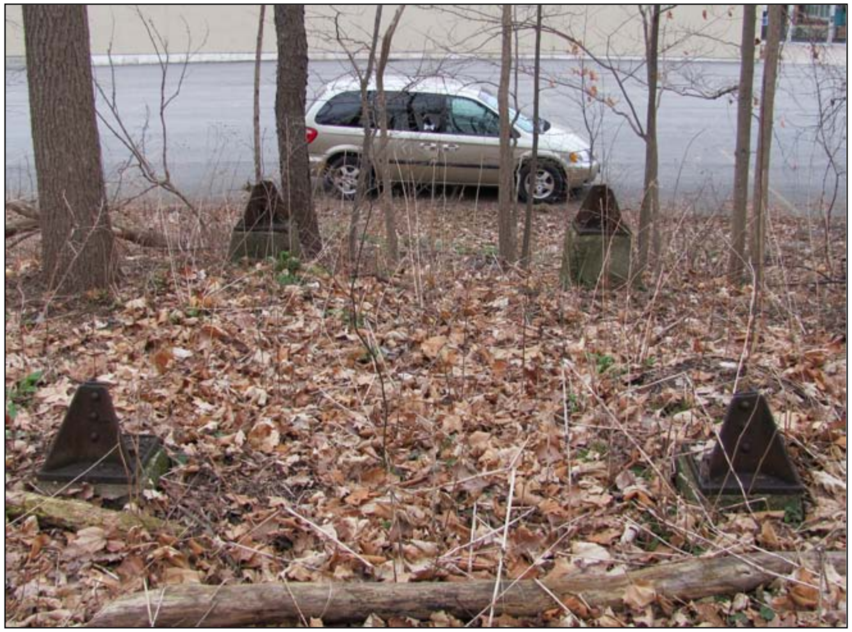
If you choose to climb to the top of the embankment where the shelters for Stop 19 had been, you can hike along the old right-of-way to High Bridge Road. Along the way, you'll notice where the NYC had a siding that descended (eastward) to serve Oneida Community Limited as a team track. When you reach High Bridge Road, this was where the railroad's bridge W380 crossed over the ancestral Route 5 that took up a position to the north of the railroad once again. Not far along, High Bridge Road veers left to end at today's Route 5. There had been a humpback bridge here, W381, that took the road over the railroad but this has all been filled in since the railroad's 1977 abandonment. This location had been known as Adam's Crossing, named for early settler Silas Adams. The picture on page 20 was taken from this bridge.

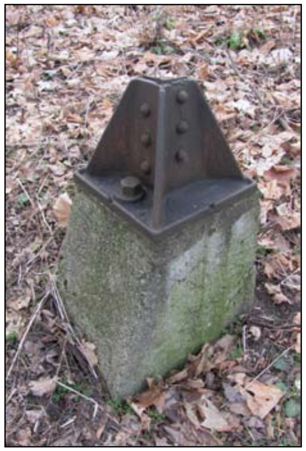
Left- Monti's shelter; below- Castle Street's abutments.



The right-of-way is quite overgrown here now with honeysuckle, but as we approach Oneida Castle it becomes clearer as homeowners have taken it upon themselves to clear the old railroad's path for their own purposes. The right-of-way is just behind the homes that line the north side of Route 5. At Steuben Street, the former Grove Street, we arrive at the odd-ball Stop, 19½, and just one block westward is where Centre Street's Stop 20 had been. Today, Centre Street is Route 365, but it still is the main artery to Rome. At either Stop there's nothing to see; but another block west there is. On both sides of Castle Street (above), where bridge W382 had crossed over the street, wonderful stone abutments are still in place although the bridge has been removed. Dum-dum or not, this span had to go as it was a "low-bridge" that even the Erie Canal could be proud of. Today's motorists, however, are happy to have the bridge gone as a pickup truck would be hard pressed to squeeze through between the pavement and the bridge girders.

The abutments are nice to see, but that's not what I found interesting here. On both sides of the former bridge are transmission tower bases that are different from any others I've found. They'd be unique, but there are two of them, and both employed separate footings for each leg of the tower. These towers were numbered 167 and 168; how many tower bases have you seen and counted since #1 at Clark Mills? (I've shown you four differing designs.) Of these two tower bases, 167 is the better survivor. It is located directly across from Oneida City School District's mothballed Oneida Castle school. Don't miss this relic as you examine the old Third Rail's trail.

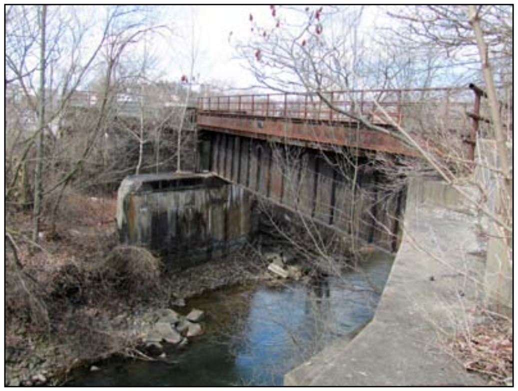


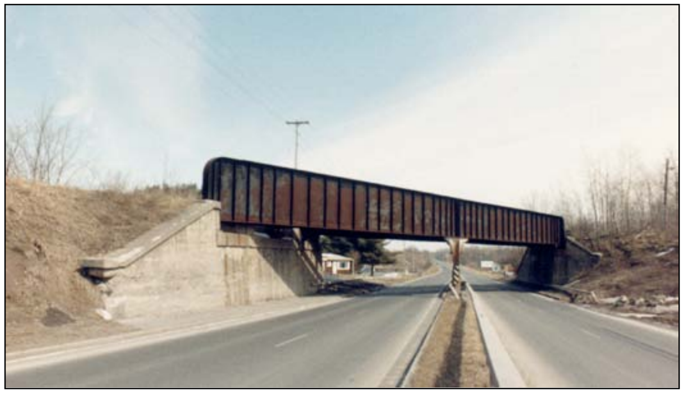


Above- The base for transmission line tower #167 is the fourth variation I mentioned on page 229. Note that all four legs had been riveted into a mounting "shoe" that was bolted into the concrete pedestals. A detailed close-up (right) more adequately shows these unique legs; my van provides a degree of scale. Neighboring tower #168 was the only other base of this design.

You've probably noticed, too, that the abandoned trail sits upon an embankment once again. The NYWS&BRy's engineers relied on embankments to keep the line on a somewhat level footing, but in this case the embankment was needed so as to gain some footage for the railroad to cross Oneida Creek from Oneida Castle to Oneida via bridge W383, but beyond its west abutment the embankment's fill has been completely removed. Just to the south sits a Rite-Aid Drugstore; to the north an Oneida Savings Bank. It is the drugstore, however, that occupies the more sacred ground as that was where the O&W-NYWS&BRy union station had been: Castle or, during the life of the Third Rail Line, Stop 21- Oneida Main Street. The bank occupies property where the former small interchange yard had been located and where, later, the Oneida express building (#210) had sat. The north side changeover point from the Third Rail Line to the City line was there, too.

Looking westerly from ex-bridge W383 you can easily see Main Street – today's Route 46, where – just beyond – the old railroad embankment resumes. The west abutment for bridge W384 that had carried the railroad across Main Street survives, but the bridge was removed, Dum-dum notwithstanding – in the 1980s. It was dismantled after the bed of a dump truck struck the bridge's steel work. It was the bridge that brought the truck to a jarring stop after traveling all the way from Munnsville – 8 miles – with its dump bed fully raised. While still gazing westerly from W383, don't strain your eyes looking for remnants of Castle station as it was razed during the mid-1930s. The O&W had stopped using the station when its Northern Division passenger service ended on June 25, 1929, and the Central no longer had a need for its use after NYSRys stopped service on December 31, 1930. Also completely erased from the scene are B.S. YO, platform and shelter (#309 and 337), the Third Rail to City connecting tracks, and the Garage that had sat where the shopping center now is located across Main Street. The "new" Garage was sold to Delos Stebbins on November 13, 1936 for $685.





Above, left- Bridge W383 still survives. Its' 74-foot deck crosses Oneida Creek; the 42'6" span the abandoned O&W. Castle depot had been at extreme left. Above- the 2-span bridge W391 was photographed by A. Bruce Tracy on March 13, 1987. The railroad was gone then; it's gone now. The black surfaces are Dum-dum, the rest is rust.

Considering what can't be seen from atop bridge W383's abutment today, this might be a good place for you to employ your knowledge of this area – and a little imagination, too – so as to be better able to interpret this once historic site. Information provided within previous chapters, and the picture on page 29, will certainly be of help in your doing so.

After crossing over Main Street, the Third Rail Line quickly crossed Broad Street where, just beyond, still stands the West Shore's Oneida freight house. It's barely recognizable, however, due to additions and alterations. It wasn't too long ago that the standard "NYWS&BRy – Freight House" cut-out lettering could still be enjoyed within the building's bargeboards, but they are gone now, too. It is currently used as a lumber and building material warehouse by Kimes Hardware.

The next Oneida thoroughfare that the Third Rail crossed was Seneca Street; the old embankment passing on the north side of the Oneida City School District's high school. The railroad's right-of-way here to Sayles Street is maintained by the city and school because of the many students who use the trail to get to school. Some of them smoke, too, which gave rise to the Seneca Street crossing of the ex-railroad to become known as "Cancer Corner."

Beyond Sayles Street the right-of-way is somewhat passable all the way to Lenox Avenue. But, bridge W391 – that barely made it into the Twenty-first Century – is now gone. Standing upon the right-of-way on the west side of Lenox Avenue would be another good place to employ your knowledge, since this is where B.S. CV had been. There are a few wonderful evergreen trees that stand amid B.S. CV's rubble, and the abandoned westward ramp leading from Lenox Avenue to the Third Rail Line's grade is still noticeable, but that's all. That's unfortunate because this is where there had been two changeover points and was the eastern limit of the 4-track section to Canastota.

In case you're wondering just what remains of the former Oneida City line between block stations YO and CV via the Lenox Avenue station, I'm sorry to inform you that only one thing survives. And, that one thing is a concrete trolley wire support pole that is still in place along the east side of Main Street. (See picture on page 46.) It's located near the Madison County Historical Society that is housed within the Higginbotham residence. That's the family, you may recall, that got railroading started in Oneida in the first place. This concrete pole is not much, but yet it still serves as a reminder of the days when fellows like Andrews, Allen, and French were all working towards providing electric powered transportation for Oneida, as well as all of central New York. Does anything remain in Oneida from the Ontario & Western railroad?

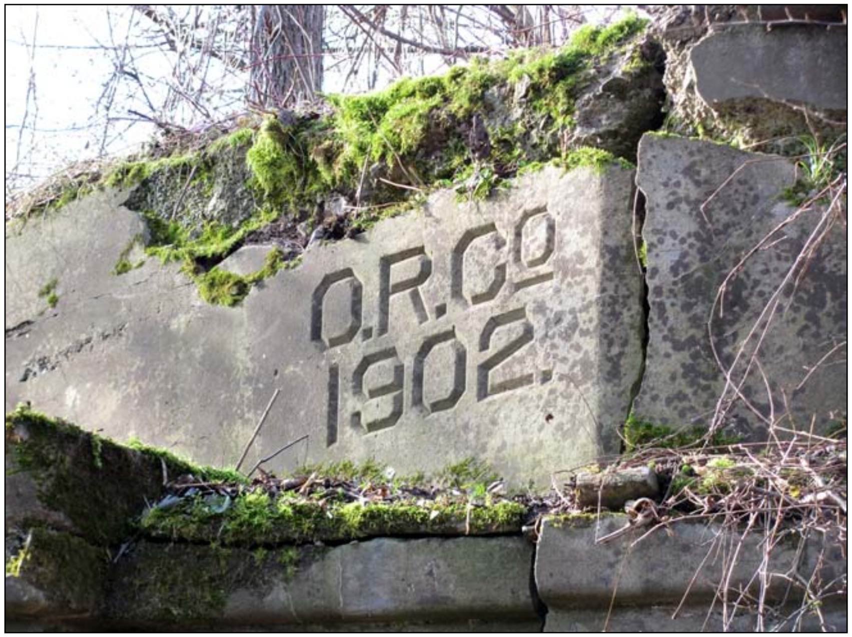
Not much, but if you feel like getting away from the WS-ORCo trail for a moment, take Main Street into downtown Oneida. Then, turn right on to Madison Street, which is where the OR's City Line went down to the O&W station. After traveling several blocks on Madison Street the road will descend a slight grade, and just beyond the Robert Paul Tire Company on the right was where the O&W's Oneida station had been located. There's more to see, however, by looking to the left. In that direction you'll see the O&W's ex-bridge #357 that allowed its trains to pass under the multi-tracked NYC mainline. Take a moment to walk into the underpass, and once there, look up at the east abutment to see the chiseled stone informing you of who, and when, this bridge was built. I won't tell you what it says, but I'll just say that it's worth your time and effort to go for a look-see. Curious?

Back on the old Third Rail Line, traveling westward from the former site of CV, the abandoned right-of-way – three tracks wide on the old West Shore, one separate embankment for the Go-Buggy – passes the footings for a water station, which was on the south side of the West Shore portion of the right-of-way, and enters the red clay and shale area that provided the location name of Red Banks. This section of the former West Shore line is passable, yet narrow; the single-tracked Go-Buggy is barely negotiable. But, please don't become disheartened or lose your enthusiasm for attempting to relive the glory years of the Third Rail Line as you're about to see two things that you won't see anyplace else along this Utica to Syracuse corridor.

At Red Banks the NYC mainline and West Shore line have ever so slowly cozied up to each other so that they are only about a football field's length apart, both running neck-n-neck for Wampsville. All three separate rights-of-way – yes, I said three – are abandoned of course; the NYC having relocated its mainline just to the north during 1965, the WSRR in 1982, and the ORCo original Go-Buggy line that was incorporated into the Third Rail Line in 1907 and abandoned on the last day of 1930. On each defunct right-of-way are surviving artifacts, two of which are the special ones.

About a thousand yards east of Hubbard Place, today's name for Stop 23's Farrier's and Getman's highways, lies the intact surviving tiled reservoir whose 300,000 gallons of water had supplied four standpipes, one for each of the NYC's 4-track mainline. When was the last time you got a good look at – or stood in – a remnant from the steam-era such as this? Yet, of the two unique artifacts to be seen near Stop 23, this is not the rarest. Reservoirs come, and reservoirs go, and others survive at other water station and track pan locations. That is not the case immediately west of Hubbard Place where the Go-Buggy's bridge #1 was located.

Left- B.S. YO had sat at milepost 252; one mile westward was 253, of course. That milepost belongs to Wayne Pryputniewicz, and it is shown with him at his then Waterville home. Both are now in North Carolina.



Left- The ORCo imprint in bridge #1's abutment(s) are the only surviving annotation of any type, anywhere, for the abandoned Oneida Railway Company.

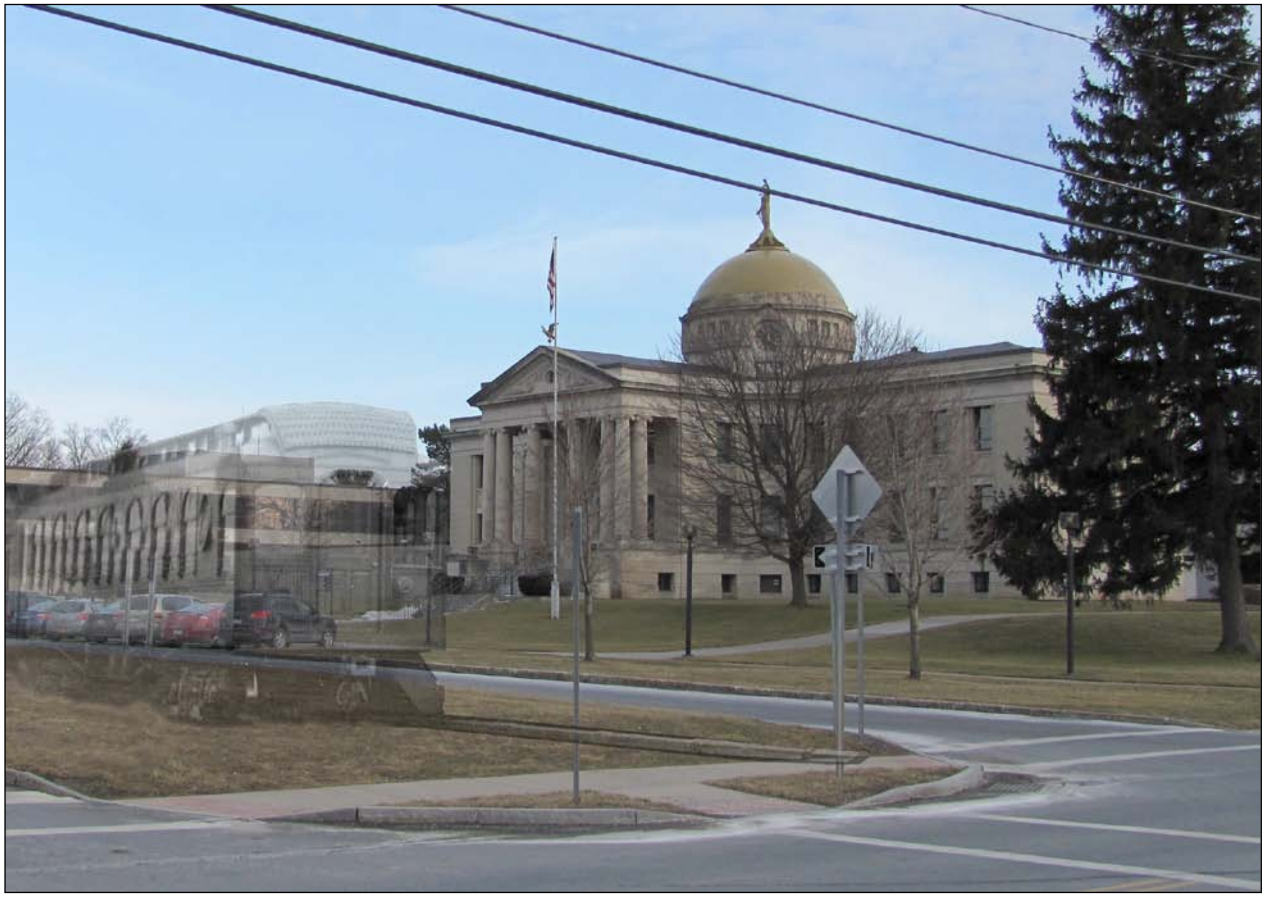
Because of the 75-foot separation between the original Wampsville line and the West Shore trackage, separate bridges over Cowasselon Creek allowed the tracks to cross the waterway. This was the only bridge on the Wampsville line; the West Shore bridge was W392. Bridge W392 was rebuilt and widened in 1904, already in anticipation for adding another track during the railroad's conversion work. Deck work for the 1982 abandoned track still crosses the creek. Abutments for the Go-Buggy bridge are annotated as being built in 1902. Both of these date imprints for the two bridges are correct and substantiate historical records but, there's nothing unusual with dates cast into concrete abutments. What is rare, however, is that bridge #1 (above) is also annotated ORCo. This is the only – and I mean o-n-l-y – surviving notation for the Oneida Railway Company's forty-five year life. And, I have to tell you, that when I stood upon bridge #1's east abutment and looked across Cowasselon Creek at the west abutment and first noticed this ORCo concrete imprint I nearly jumped out of my shoes. Having knowledge, provided by research, is unchallenged in its merits for understanding the past, but it also provides great enjoyment for interpreting what remains from the past when you see things like this. If you have been considering visiting some of these former WSRR-ORCo locations we're visiting on this nostalgic tour to see "survivors" for yourself, be sure you visit 23-Skidoo on Hubbard Place. Not just because of the ORCo and WSRR bridge survivors, but because this is where the Brewer family took a few steps from their home to ride the Third Rail Line for travel to both near and distant places. And, don't forget ORCo bridge #1,

Rather than return to Route 5, the thoroughfare we have been using to follow the abandoned Third Rail Line since Vernon, stay on Hubbard Place until it ends at Elm Street. If you do so, you'll see two more Cowasselon Creek bridges. These two side-by-side double-track spans over the creek had been used as the Central's 4-track mainline bridge #572 until 1965. Since then, New York Central, Penn-Central, Conrail, and now CSX trains cruise along just to the north.

At the intersection of Hubbard Place and Elm Street, turn left to continue west; Wampsville's Court Street is only a mile away. On the way there you'll notice that the former NYC and WSRR trails have been erased by the clearing of land, which was done mostly to open up the landscape surrounding the Madison County jail complex. Between Elm Street and the county jail and courthouse to the south lies acres of open grass land and it may be hard to imagine, but during the life of the Third Rail Line this entire area was where all of the NYC, WSRR, and ORCo tracks had been. Today, there's nothing left. Not even a spike.

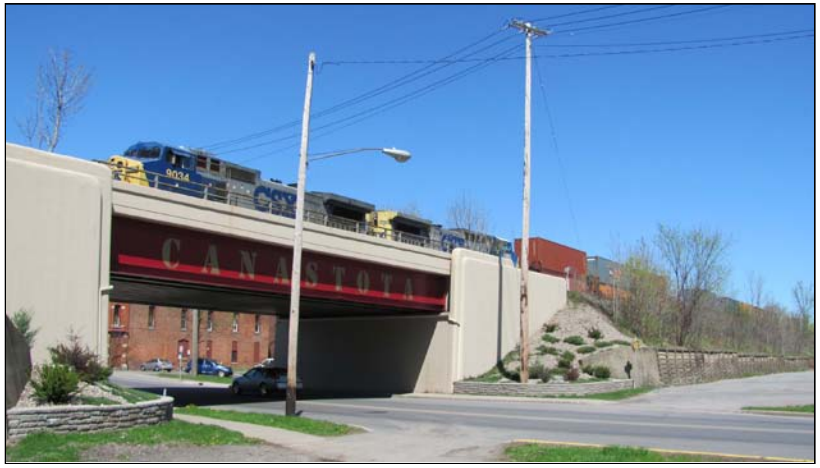
Turning left, to go south, on Court Street will take you across the former grade crossings for all of these tracks. On the right is Donald Hicks Dew Drive, which is paved atop the old NYC mainline, while a little further south – at the entrance to the county office and court parking lot – is where the OR-WSRR crossings and Stop 24 had been. The only thing here to survive the Third Rail era is the courthouse, still looking north so as to not choose sides between Oneida to the east and Canastota to the west.

By taking Donald Hicks Dew Drive west to its end, it's possible to access the right-of-way for both the NYC mainline and WSRR. You may be tempted to get out of your vehicle to inspect both. I did so, and I can tell you there's not much to see. The main reason for this is the alignment for the NYC's new by-pass line. As this 1965 route passes Wampsville it diagonally heads for Canastota, and in so doing crosses the ex-NYC abandoned line and attains a position atop the former WSRR-ORCo route. That's right, atop. (See page 259.)



Left- The Third Rail Line is long gone from Wampsville, but if you contemplate Stop 24's old location long enough you can imagine the scene on page 202 and visualize a "ghost" making its stop at the Madison County courthouse. An "improved" Court Street is in the foreground.

The three primary reasons for relocating the NYC's mainline was to 1- remove its trackage and grade crossing laden line through Oneida, 2- position its line further to the north at Wampsville to allow for growth of the county center, and 3- elevate its tracks through Canastota to alleviate grade crossings of Peterboro and Main streets in that community. In locating this new line, the railroad passed through rural and forested regions to by-pass Oneida and Wampsville so that grade elevations did not have to be pursued. But, at Canastota, raising the trackage had to be undertak-



Below- When the New York Central constructed its new Oneida to Canastota line its position through the latter village was "atop" the former WSRR's right-of-way. Today, CSX owns this trackage and uses it as the Chicago Line. This westbound intermodal train is crossing over Peterboro Street in Canastota. Earlier, the 4-track ORCo had been to the right as was its express building. On this (west) side of the street, double track resumed and the union station had been out of the picture at left. Because of this elevation of track over the WSRR location, the area has been "sanitized" so that no third rail artifacts survive.

en in much the same way as the NYC had done in Syracuse earlier; by elevating its track upon the West Shore's alignment. Because of all of the embankment building to approach and elevate the new line into and out of Canastota, anything associated with the ex-WSRR-ORCo lines has been removed, covered over, or obliterated. The only thing you'll gain by going into "downtown" Canastota is in seeing that where the elevated railroad is today, was where the WSRR-ORCo had been.

While work was being done to build the new line, the original NYC mainline remained in use, of course, until the relocated line went into operation. That's why the mainline path through the village is still quite evident both to the east and west, with Railroad Avenue having been paved over the former mainline right-of-way. It is because of this new elevated line that nary a trace of the West Shore remains. Everything you've read in this book's previous pages about Canastota's railroad facilities have been permanently erased from the scene.

What about the Lehigh Valley Railroad's former presence in Canastota? This portion of the LV's former Cortland to Camden (via Canastota) line had been abandoned between Canastota and Camden in 1938, and from Canastota to Cortland in 1967. Nothing of the LV survives today, except for the concrete ring of the filled in turntable pit and a pile of concrete rubble where the bridge abutments had been that allowed the line to cross over the NYC. Canastotans are quite pleased to have a railroad grade crossing-free community, but this came at the expense of losing much of its past railroad heritage. Nevertheless, Canastota still has a superior railroad presence than Oneida; it still has a railroad, while Oneida does not. Canastota still has a wonderful section of the original Erie Canal to see and interpret, too. Eat your heart out Oneida!

So, if you want to go to Canastota from Wampsville after stopping at Donald Hicks Dew Drive, continue from the Drive onto Willow Acres Road that will return you to Route 5. Then turn right, taking the state road to the next traffic light, which is the intersection of Peterboro Street as well as a portion of State Route 13. Turn right once again and when you reach the elevated railroad overpass, that's where the Third Rail Line's Stop 25 had been located. The union station that served the NYC, WSRR, ORCo, and LVRR had been on the left, but now under the elevated line's embankment. If you stop here to await a passing CSX or Amtrak train, you can again employ your knowledge and imagination to visualize where the depot, B.S. CD, and all the other railroad facilities had been. Maybe it would be best to just return to Route 5, turn westerly once again, and head for Bee Bee Bridge Road, which is where Quality Hill's Stop 26 was "during the day."

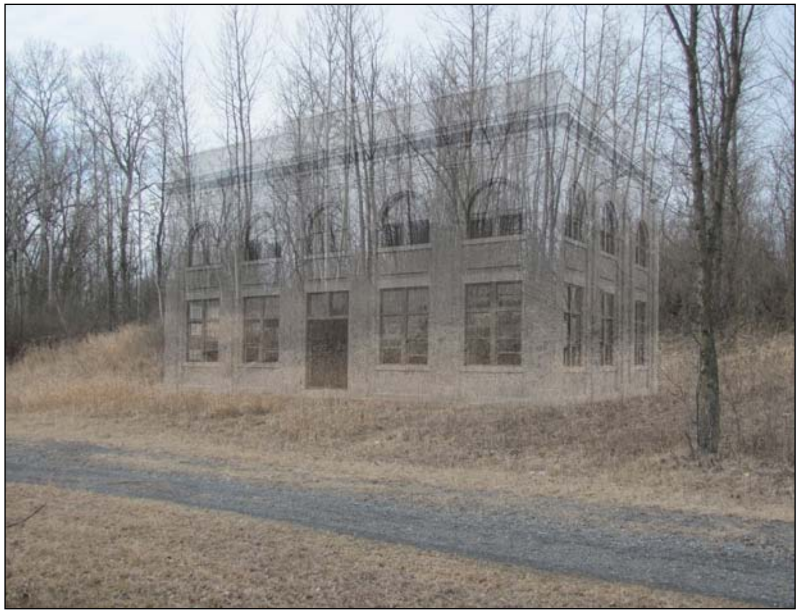
Stop 26 had been near the base of Canastota Hill's west end. Looking east from Bee Bee Bridge Road, which is today's name for Bruce Road, you can still see the abandoned path climb eastward to the summit in the distance. The word "summit" may not be the right term for this slight hill, maybe "crest" would be better. Whether summit or crest is more correct, the top of the hill is almost equidistant between Stops 25 and 26. This must have made for a degree of operational difficulty for a motorman in charge of a Local train, who possibly was trying to make up time. Going downgrade eastward he would most definitely have to stop at Canastota since that was a Stop for all cars. But, going downgrade westward he may not know if he was to stop at Quality Hill until he came over the "crest" and saw Stop 26's light. If the light indicated his need to make the stop, some quick braking would have had to be undertaken since the downhill's gravity would tend to urge the car forward. Fortunately, Canastota Hill's west slope was not as steep in gradient as its east side grade.

It is at this current junction of CSX's Chicago Line with Bee Bee Bridge Road that NYC's relocated mainline regains its traditional route and relinquishes its dominance of the ex-WSRR corridor. From here, it's possible to begin inspecting the WS/ORCo route once again, and New York State has made it easy for us to do so. From Bee Bee Bridge Road west to the Erie Canal, the State uses the abandoned railroad right-of-way as part of the Erie Canal Trailway. West of the Erie Canal crossing, the canal's towpath is again used as the trailway just as had been the case from Rome to Canastota. If you're a bicyclist, this is a great path to pedal upon. Walking, however, is better for looking for Third Rail leftovers, such as transmission tower bases, insulating blocks, and for finding now non-existent sub-stations. So, from Bee Bee Bridge Road plan on walking west. You can go east, too, but there's certainly slim-pickings and a poor trail.

The two main goals for inspecting this section of the ex-ORCo line is to look over the remains of #3 sub-station, as well as the railroad's bridge (W404) over the noteworthy canal. The distance is about 1.5 miles, one way. Starting off, today's CSX Chicago Line mainline is hard by the abandoned WS-ORCo, but a 4 degree northward curve peels the active railroad away from the abandoned and it quickly crosses its own bridge – now a culvert covered fill – across the Erie Canal. After that, we're on our own to appreciate what had been the route of the unique Third Rail Line. It is nice, however, to be able to hear trains passing by on the CSX mainline while walking upon the abandoned Third Rail Line.

Sub-station #3, Stop 27, had been about three-quarters of a mile from Bee Bee Bridge Road, and the best way to view its remains is to look for a burial mound with bricks sprinkled all around. Its death stemmed from its rural and out-of-the-way location, so that when the Third Rail Line ceased operation and its equipment was removed it was not a building that anyone needed for anything, or could easily get to. The ravages of time and weather took its toll on the structure, so that by the first time I saw it during the early 1970s it had already become a hazard. It was best, then, to not get too close – and you didn't dare go inside – because it was already about to fall in upon itself. When New York State was developing the Erie Canal Trailway for hikers, bikers, and horse riders, the building was too dangerous to life and limb to leave standing. So, the once substantially built sub-station was knocked down into a pile of rubble, spread around, covered with dirt, and left as a burial site without a marker. At least it survived longer than the main sub-station at Clark Mills. But, if you venture into the new growth woods behind the building's former site you'll find the steel work that supported the entry and exit wires that went in to and came out of the building. Why these weren't scrapped, or buried, I don't know, but I certainly enjoyed seeing them.

Below- When I am hiking along the path of the old Third Rail Line, upon coming to noteworthy locations, I attempt to visualize "today" what was "yesterday." The former site of sub-station #3 was hardly the way it had been for 23 years, yet, I could "see" the grand structure as it once sat along the third rail it helped to energize. It's not just ghostly 500s that can appear in our minds; given enough information, "seeing" the past is made all the more easy.



Not far beyond Canastota's sub-station burial grounds had been the bridge across the canal. But, bridge W404 was removed and filled in after New York State placed a double opening culvert to allow the Erie's water to flow through. After all, the Erie Canal in this area is not navigable and is not much more than standing stagnant water. The Canalway Trail leaves the WSRR right-of-way here and allows hikers to resume their cherished tow path, while our trail turns cold. From here west the abandoned right-of-way is impassable and it's best to turn around and return to Bee Bee Bridge Road. It has been my experience when inspecting old rights-of-way to do so *both* ways so that you get a good look behind every tree and its shadow. That's how I spotted the concrete whistle post at Vernon Grade; by walking back the way I came.

Once you're back in your car, return to Route 5 and head west, turning right onto Harsh Road after only a mile or so. Harsh Road will deliver you to Canaseraga Road, which is today's name for Stop 28's New Boston Highway. This is a little confusing as there still is a New Boston Highway that Canaseraga Road runs into, and which we'll use to get to North Chittenango. But, before we do so, look both ways at the abandoned right-of-way where Stop 28 had been. To the west is v-e-r-y private property and posted as such. A local gun club now owns the West Shore's trail. On the south side of the club's property is a foundation for a milk station where the Connell family – in much the same manner and convenience as the Brewers – deposited their milk for pickup by the West Shore's milk train. To the east, the right-of-way is kept clear by its farmer owner but, I've walked it, and there's little to see. Situated within this abandoned right-of-way is a natural gas pipeline that extends to Chittenango and beyond.

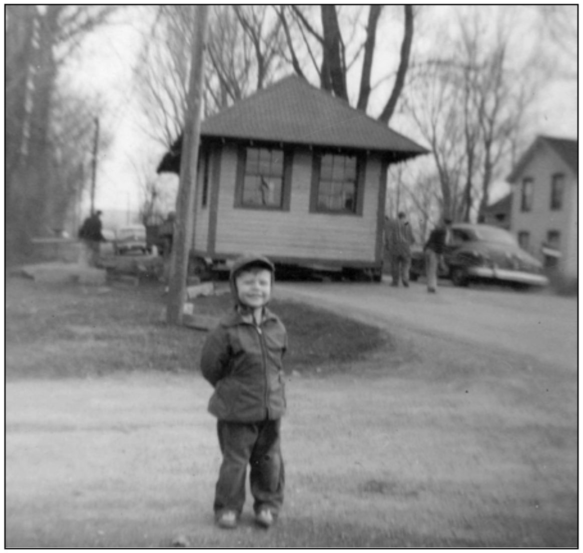
The pipeline uses the railroad's old bridge abutments to get across waterways, such as here where previously, bridge W407 had crossed Canaseraga Creek. Instead of taking to the trail, drive a little further south on Canaseraga Road, where you'll "discover" a little West Shore style privy sitting in the front yard of one of the residences that line the road. It's a cute little thing, doors at both ends, and just big enough for privacy between the ladies and men's "rooms;" two doors at the ladies end, just one for the men. Just like its bigger brothers, it also has flared skirts on each side. It came from Sullivan, the alternate name for Stop 28. In getting to this privy from Stop 28 did you notice crossing the original prism for Clinton's Ditch?

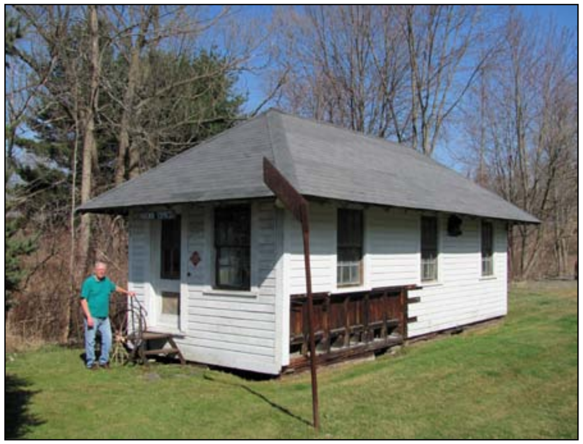
Because Route 5 is now quite a distance to the south, we'll head for North Chittenango via Canaseraga Road and New Boston Highway, where a somewhat larger building awaits us. On New Boston Highway you'll cross the 2-track CSX line at grade – that's where the NYC's mainline Sullivan depot had been – and when you reach Route 3 (Lakeport Road), turn left to go south. After a short distance, Sandy Hatch Road bears right. This is old Route 3 that had crossed the NYC mainline and WS-ORCo at grade. Today, the road is severed at the CSX tracks, with Wheeler Road becoming the south side component of old Route 3. Where the ancestral Route 3 crossed the tracks was where the mainline and West Shore North Chittenango depots had been.

Today's Route 3 will bear left at Sandy Hatch Road and will begin gaining elevation in order for it to cross over the active CSX mainline, eliminating the former grade crossing(s). Just as the roadway begins its descent, look to the right (west) for a small wood-frame white building sitting in a residential back yard. That building is the surviving West Shore Chittenango depot that had been built in 1901.

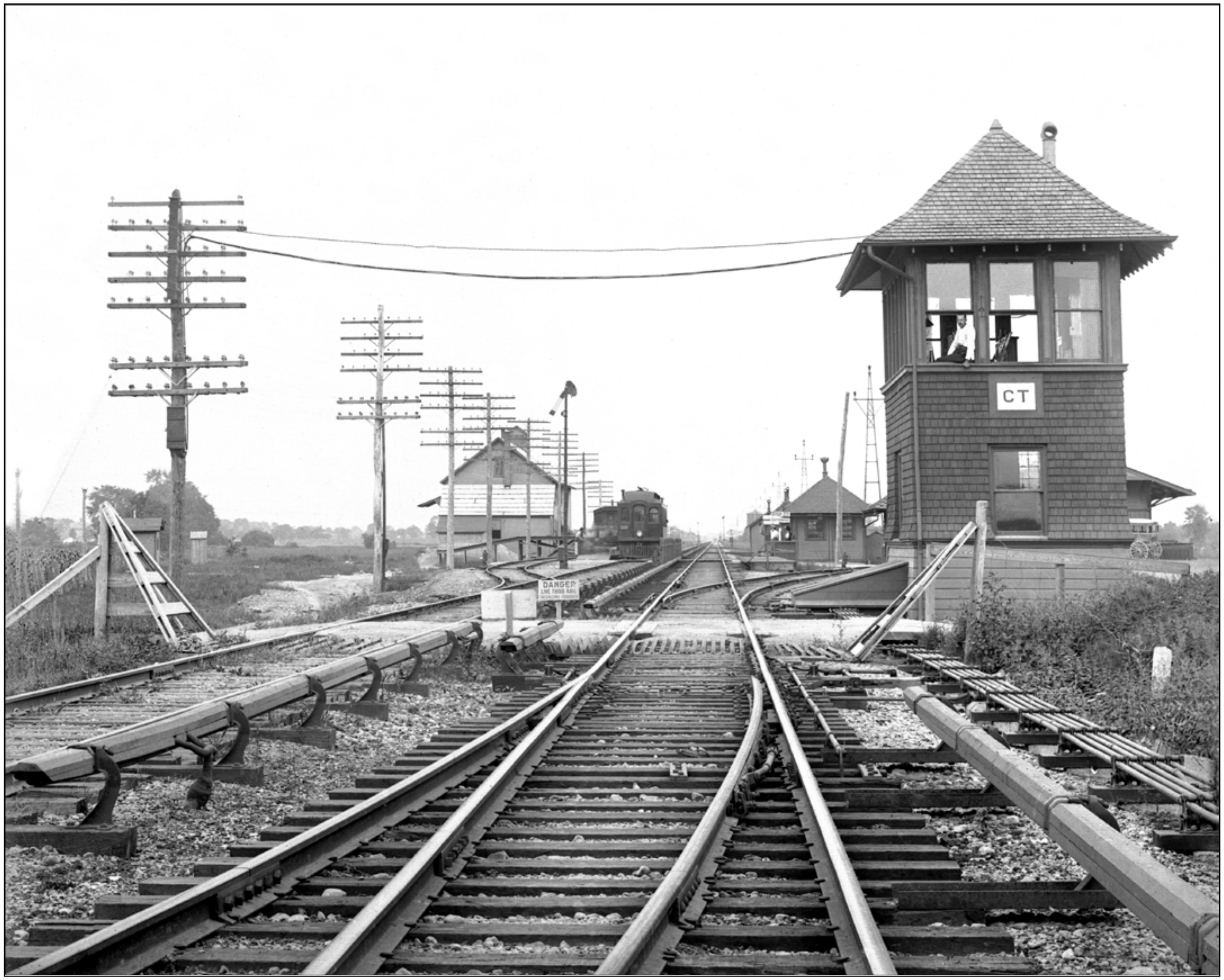
When Route 3 bottoms out at terra firma, that's where today's road joins with its ancestor, which was also where the grade crossing of the West Shore had been. Block station CT had sat hard by the road on the right; Stop 29, the depot, and freight house had been just slightly beyond. All this is gone, of course, except for one of B.S. CT's pipe footings that sticks out like a sore thumb within the grassy right-of-way trail. If you want to get a better look at the surviving depot, turn right onto Wheeler Road and pull into the driveway for Randy Wilsey's modest residence; the depot is in his back yard. In 1956, this newest of the West Shore stations – and the only one here to be used by the Oneida Railway Company, was bought at auction for $50 by NYC employee George Wilsey, Randy's father. The building was then moved to the nearby residential property where it remains today. This is the only non-standard WSRR depot to survive at the time of this writing. Only it, and Vernon, survive from the Third Rail's era. Back at its former location, nothing else remains as a reminder of (North) Chittenango's interurban heyday.

If you feel like doing a little hiking, the abandoned right-of-way from Route 3 to Stop 30 makes for a pleasant stroll. Along the way, you'll see foundation remains for a milk station (on the south side) and for the West Shore's freight house (north side) that kids set ablaze forty-some-odd years ago. Considering the fire and the passage of time, the wood tim-





Top- New York Central Railroad employee George Wilsey, a Dewitt yardman, purchased the WSRR depot in 1956 for $50. It was then moved to his property nearby. With the depot moving up Wheeler Road, George's son, Randy, smiles for the camera. Above- The depot and Randy today. Some minor exterior work is in progress.



This is the fifth time that this picture has appeared in this volume. But, on all previous occasions its appearance has been diminished by titles, credit lines, numbered circles, lack of enhancement, and printing too small. So, I wanted you to be able to enjoy this finest Oneida Railway Company portrait one more time so that you could view it in its uncluttered form. Enjoy. I don't have to tell you what you're looking at after 262 pages, do I? Collection of Randy Wilsey.

ber freight house supports look pretty good, and are in better condition than the milk station's concrete supports. Beyond these leftovers from a more vibrant past, you'll be able to strut across the abutments for bridges W411 and 412 (Chittenango Creek) using the gas pipeline's walkway. The steelwork for these bridges, as well as for W407 at Sullivan, had been removed to thwart access to portions of the right-of-way to protect the pipeline. So, please tread lightly here, and, No Smoking! Immediately beyond Chittenango Creek was where the Chittenango water station had been; its footings are still in place and quite noticeable on the north side of the abandoned trail. Look closely here and you'll see one of the very few transmission tower bases that still survive along this stretch of the old Third Rail Line.

Right- At Hoag Road, the old location for Stop 31's Pool's Brook Highway, we get the idea: No Trespassing.

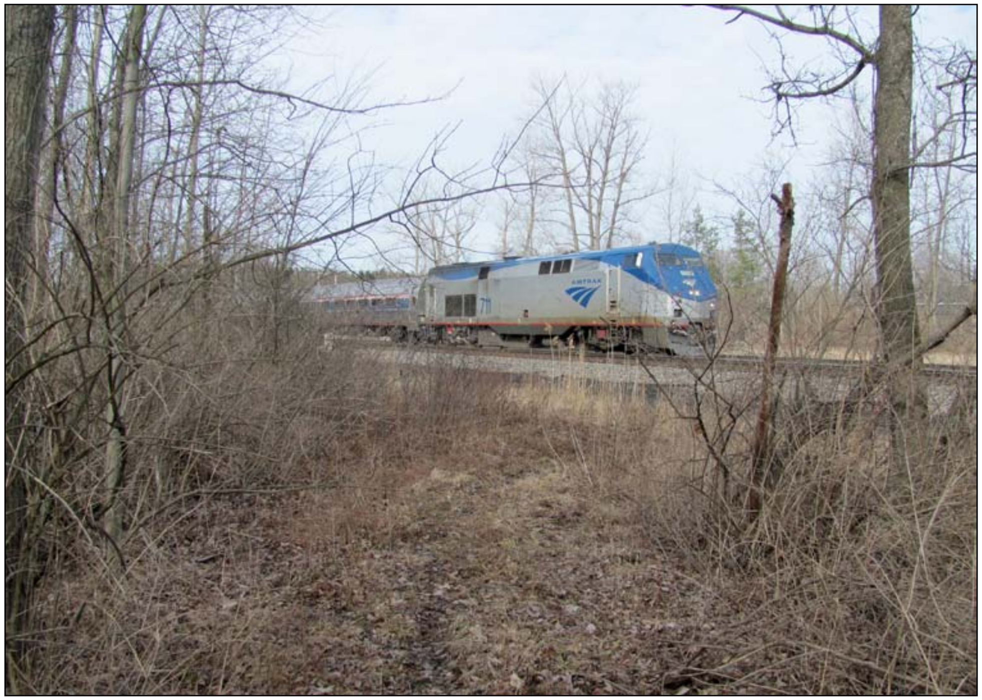
To continue westward from Stop 29 by auto, we'll first take Route 3 south to McGraw Road, turn right, and then right again onto Bolivar Road where – at the crossing of the abandoned right-of-way – Stop 30 was located. You'll know you're at the ex-crossing of the WS-ORCo when you see the round crossing sign for the CSX mainline crossing just ahead. I suppose I should give you some bad news right here and now. From Bolivar Road west to Syracuse, the abandoned right-of-way enters a region where it is either impassable, signed STRICKLY NO TRESPASSING, or has been built upon by residences and businesses. While you can do some inspection of the old right-of-way from road crossings, which is what we are about to do, the idea of hiking for historic inspection or interpretation should not be considered.

Another thing that makes it difficult to continue following the WS-ORCo route from Stop 30 west is that there is no easy, direct, way of getting to Stop 31. You've probably heard the old adage about the best way to get to Carnegie Hall is to practice, practice, practice. Well, the best way to get to Stop 31 at Pool's Brook Highway had been to take the Third Rail. Today, the New York State Thruway has severed many of the local roads so that they no longer pass from its south to north side. Using Bolivar and Fyler roads will get us north of the Thruway but it takes us a greater distance out of the way to get to Stop 31. So, we'll take Bolivar Road south past McGraw Road, and then turn right on Tuscarora Road. At Route 5 a turn to the right will point us westward towards Mycenae where we'll turn right again onto Route 290-Manlius Center Road. Stay with 290 to Kirkville Road, turn right, then right again onto Pool's Brook Road, then left onto Hoag Road, which is an ancestral portion of Pool's Brook Highway that will take us to the site of Stop 31. I told you it wasn't easy to get here. Once you are at the crossing of the WS-ORCo route (shown above, looking west), you'll wonder why you even came here. Curiosity, I suppose, but BIG "No Trespassing" signs thwart any desire to step off of the road pavement. This is one of the inhospitable areas I previously mentioned. So, let's leave and head for (somewhat) greener pastures. (Note: Internet mapping or GPS will tell you that Hoag Road crosses the Thruway. It does not.)

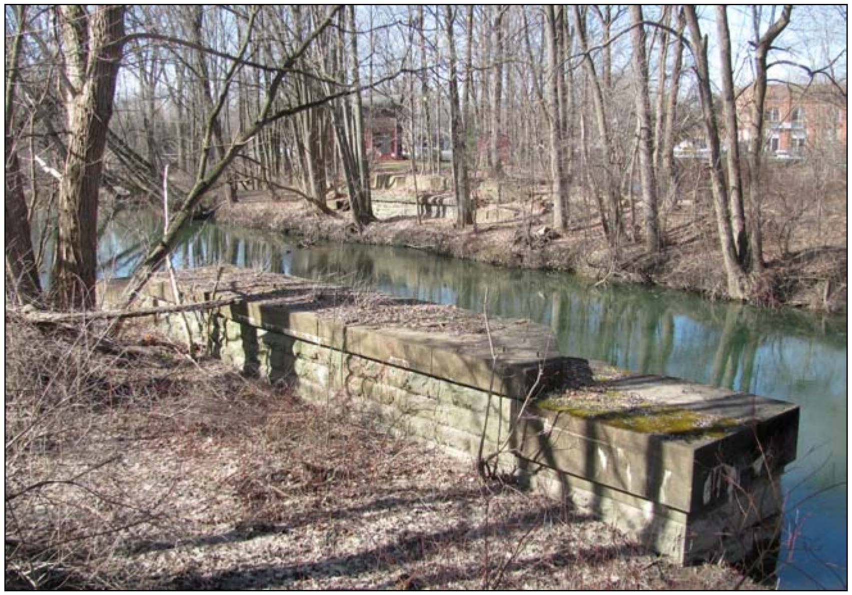
Return to Kirkville Road, and then turn right to get to the former right-of-way grade crossing where the WSRR depot (Stop 32) had been located within the southeast quadrant of the crossing of the railroad and highway. If you go as far as the post office you passed the ex-WSRR right-of-way. It's easy to do; I've done so. Look for Titan Steel Corporation's main entrance, on the left, as that is the abandoned railroad right-of-way on the west side of Kirkville Road. Use this to then locate the right-of-way on the east side of the road. Block stations KR, and later MU, had been situated about ¼-mile east of the crossing where the Kirkville Connection diverged off of the WSRR to head to a connection with the NYC mainline. To get to the mainline, continue on Kirkville Road and you can't miss it. NYC's mainline Tower 44 had been on the right, on the south side of the tracks. This is where the Kirkville Connection gained the NYC's mainline trackage. These tracks today are the CSX Chicago Line from the New York Metropolitan area to the Windy City. This is hallowed ground; it's where the 20th Century Limited and all the other components of the Great Steel Fleet once passed.

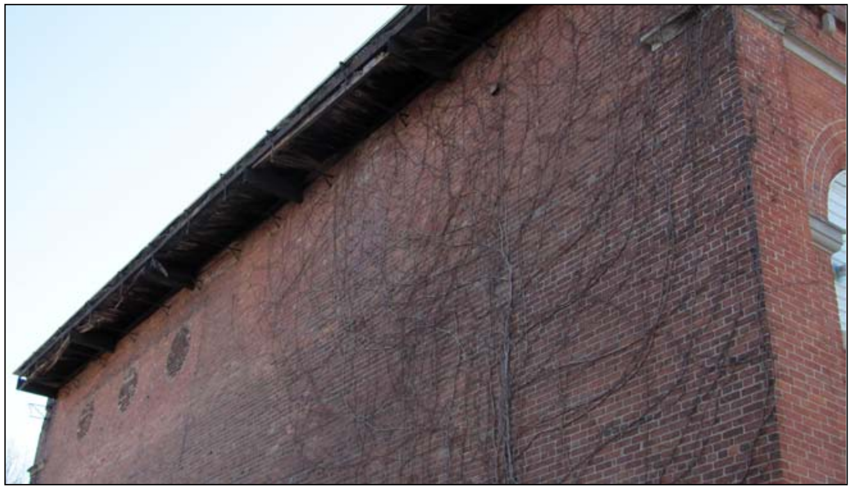
At the intersection of Saintsville Road, which is immediately south of the current CSX Chicago Line trackage, turn left to parallel the former NYC mainline. While traveling west, you'll see Shepp Road. This is the former Shepp's Highway that ran down to the WS-ORCo track where Stop 33 had been. Go down and take a look if you dare, but you will not be welcomed by anyone as No Trespassing signs persist. I checked the location out, quickly, and you're better off going to the next westward crossing, Town Island Road, where there will still be barricades across the right-of-way, but you'll at least be able to see two concrete fence posts. Big deal.

Beyond Town Island Road, Saintsville Road will veer to the left. At this point Saintsville Road becomes North Manlius Road, and you can look straight ahead to see the east end of Dewitt Yard. Just before North Manlius Road ends at County Route 55, the abandoned right-of-way will cross the road and then immediately to the west lies the former site of 2-span bridge W418 that crossed the railroad over Limestone Creek. Although "No Stopping" signs are conspicuously posted along the road, there is a little parking area where you can stop. Walk across the road to view the nicely preserved stone abutments that had supported the bridge W418's steel work, which unfortunately has been removed.



Left- Where the Central's Great Steel Fleet had grandly passed, today's Amtrak train #284 heads east on CSX's Chicago Line just past Kirkville Road. In the foreground lies the abandoned right-of-way for the Kirkville Connection that is waiting for the next West Shore Railroad train that will never come.





Left- The stone abutments for bridge W418 continue to look on as Limestone Creek's water flows by from left to right. Nearby is sub-station #4 (upper right corner) whose rear wall (above) shows only the three entrance portholes that made this facility unique. Unlike at sub-station #2, they have been sealed with brickwork.

Turn right onto Rt. 55 (Minoa Road) to return to the former WS-ORCo line, and if you miss seeing the surviving Minoa (former Manlius Centre) sub-station give yourself ten demerits. The WSRR depot (Stop 34) and track had been on the south side of the former #4 sub-station that had been sold to the Grange League Federation (GLF) for $1,300 on July 26, 1942. Today, the building is occupied by DS Professional Services, a business that specializes in disaster restoration and industrial carpet, upholstery, and duct work cleaning. This last sub-station building does not survive in as pristine condition as does Vernon's, but its appearance is still quite satisfactory considering its age. While you are admiring the structure, don't forget to walk to the rear of the building to examine the three entrance portholes, which have been bricked-in. Note that there are no exit portholes as at Vernon as this was the end of the transmission system, so from here west don't bother looking for surviving transmission tower bases as there never were any.

Route 55 passes to the east of the ex-sub-station, while South Main Street passes to its west. This is the old road into the village of Minoa that had earlier crossed the NYC mainline trackage at grade. Today, Main Street is severed, and Route 55, which becomes Costello Parkway north of the sub-station, is the new thoroughfare to Minoa using a bridge over the tracks in lieu of the former grade crossing. This is in similar fashion to what we saw earlier at North Chittenango. From this bridge, a nice birds-eye view of Dewitt Yard's east end can be attained, despite Minoa's over-the-tracks walkway that connects South and North Main Streets.

Returning to our interest in the West Shore electrified railroad, turn westward on to Hulbert Street from Route 55 (Costello Parkway). Hulbert Street becomes Baird Road that crosses our abandoned right-of-way near the south end of a new housing complex at Forest View Lane and then ends at Richmond Road. Turn right, and follow the twisting road around until you negotiate a curve and come face-to-face with a concrete abutment sticking up out of the ground like a cemetery obelisk. My first thought when I saw this was, “what the heck is that doing there,” as I thought the railroad may have been atop it, which is totally out of character considering the surrounding countryside. Is this a “Red Herring,” I thought? But, upon further investigation I determined that it was the road that had been up there earlier, and this abutment was a surviving remnant of bridge W423. Whatever you think when you see it, it’ll bring you to a quick stop on the side of the road, as this is where the abandoned WS-ORCo Stop 35 had been. When you’re looking at that abutment note that the date “1911” is cast into its shoulder, and that its westward mate no longer exists. Obviously, prior to 1911 the crossing of the railroad had been at grade and that was where the Stop was. But, when the road, which has subsequently been re-routed to today’s path, was elevated the Stop was discontinued as stated in Chapter 7.

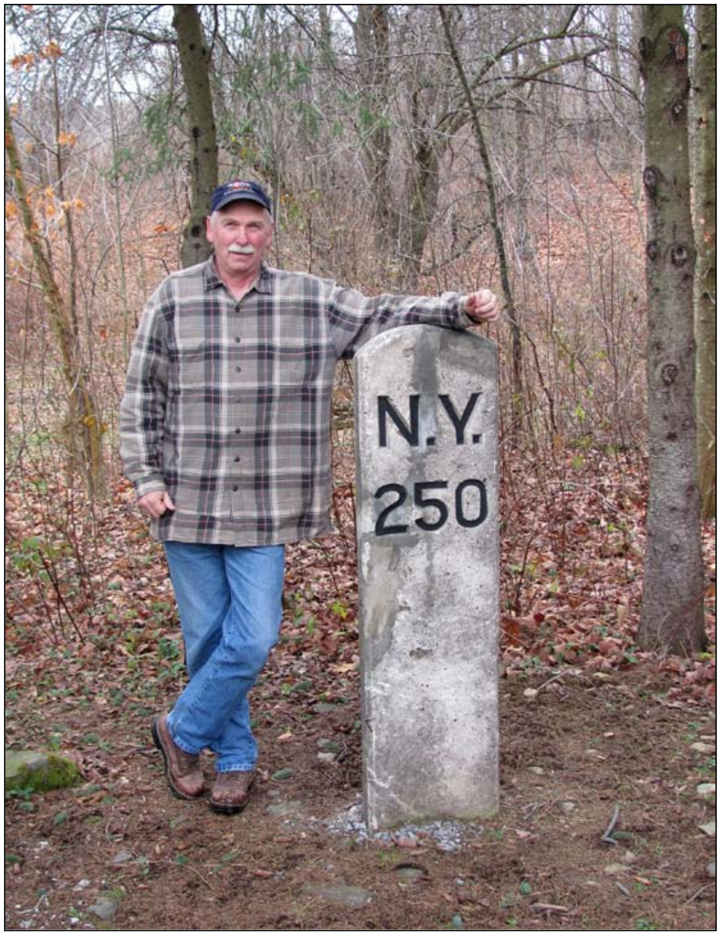
Just west of Richmond Road, the abandoned right-of-way dives into a suburban residential area or, I suppose, it is more correct to say that the homes grew up on both sides of the right-of-way so that the abandoned trail is in their backyards. The old railroad then crosses Route 290 (Manlius Center Road), which had been the site of Landis Highway’s Stop 36. (Take Richmond and Clemons roads to get back to Route 290.) Because of several reasons it’s very difficult to see where the railroad’s crossing under Route 290 (Landis Highway) had been. That’s because of 1- all of the new homes built, of course, but 2- also a change in grade of the railroad after the Third Rail Line had been abandoned, as well as 3- a slight change in the route of the road. But, when you are on Route 290 and you near the traffic light for Fremont Road, right there is where Stop 36 had been, and where bridge W424 took Landis Highway over the railroad. Fremont Road is the modern name for Ratnour Bridge Road, and because there is no railroad any more, the Syracuse-bound road, Route 290, is completely entrenched in terra firma.

After crossing Route 290, the WS-ORCo track then crossed today’s Bowman Road, Fisher Road, and Butternut Drive, each being accessible from Route 290. Between these three roads there’s really nothing to be seen even if you fight your way through the trees and underbrush. And remember, there have been no transmission tower bases since we left Minoa’s surviving sub-station. Between Fisher and Butternut roads, the railroad crossed over Butternut Creek via bridge W425. Its two abutments are still in place and if you want to see them turn left off of Butternut Drive into the parking lot for Trappers Pizza Pub (just past Universal Concrete). Go all the way to the end of the lot, at which point you’ll see the abutments staring at you through your windshield.

From this point westward, National Grid’s power transmission line occupies the former location of the WS-ORCo trackage, and due to the building of Interstate Highways 481 and 690, as well as urban expansion, it is impossible to see any surviving remnants of the Third Rail Line. Stop 37 most likely had been in the vicinity of the Bridge Street exit from Interstate 690, and Stop 38 similarly at Thompson Road’s exit. Both locations, as you may have already surmised, have been changed immeasurably since the days of interurban operation. And, I’m sorry to have to tell you that it won’t do any good to look for Stop 39 (Nichols Street) or Stop 40 (Cheesbrough Avenue then, Hickox Avenue today) because they had been within what is now a highway department dumping ground between Burnet Avenue and Interstate 690. This is also the case with the former site of B.S. WX.

Stop 40 had been just within the limits of the City of Syracuse, so when you reach this point on Burnet Avenue you might think to look for telltale signs of the 2-track line that had been used by both the Syracuse Rapid Transit and Third Rail Line cars. And, you know what; you will still see cracks in the macadam that just happened to be about 4 feet 8½ inches apart to tell us that there are most likely rails still under the pavement. But, that's about all you'll see in Syracuse from the Third Rail Line era, other than the Soldiers & Sailors Monument in Clinton Square. The Empire House, however, has been razed and replaced by a modern building. So long Electric Railway Terminal. What about the West Shore elevation project completed in 1936 to rid Syracuse's Washington Street from the daily passage of many passenger trains? That's gone, too; replaced by I-69O.

In consideration of this Utica to Syracuse historic tour down memory lane, there is still much to see from the Third Rail Line's era, but you have to look hard for it. Knowing where to look certainly helps. Vernon and Chittenango stations, and sub-stations #2 and 4, are certainly the primary survivors, but I enjoy seeing block station foundations and pipe footings, and transmission line tower bases, too. I even enjoy seeing concrete fence posts, the whistle post (on Vernon Grade), and an occasional milepost, even if it is not in its original location. Better yet if it is. (Keep your eyes peeled for mileposts #240 and 247 as they are lying along the ex-WSRR right-of-way; unfortunately broken through the numbers. Milepost #245 is in a farmhouse's front yard facing Cooper Street.) All of this provides enough reason to visit the railroad's abandoned right-of-way. These many major and minor artifacts help us today to better interpret what was then. Please let me provide you with one last piece of advice. When you are hiking along the abandoned roadbed and you come to a bridge overpass of a creek, stream, or brook, take the time to look down into the waterway's bed. You can never tell what was thrown down there by a railroad maintenance man or a scrapper who just wanted to see a big splash in the water. I've found quite a few third rail porcelain insulating blocks and one busted transmission line insulator that I'm pleased as punch to have regardless of its condition. But, I didn't take all of the artifacts I discovered; I left some for you to find. Happy hunting!



Above- Do you remember the picture of Jim Georges with milepost 250 on page 1 of the Preface? The milepost was "repaired" and looks a lot better several months later. Compare the two pictures of it; Jim looks about the same.

Epilogue

The Oneida Railway Company died at a middle age of 45 years; its Third Rail Line not much more than an adolescent 23 years old. In both cases, that's a short life. But, you can't think of a railroad's life in the same way as we do with human life. Humans suffer through childhood, puberty, and adolescent years before reaching maturity. Not so with the Oneida Railway Company as both its City and Third Rail Lines were successful at birth and thus already mature.

During its short life, the Oneida Railway Company undertook to provide yeoman service for its ridership within the City of Oneida and between Utica and Syracuse. And, it did so admirably, not knowing that in its youth it was already in its prime. Its managers, and the railroad itself, could not have foreseen the development of automobiles and improved highway systems; yet, they still foresaw a current and future need when service commenced on July 4, 1885 and June 16, 1907. The fact that people embraced their operation immediately proves just how accurately Andrews, Stanley, Allen – and even the New York Central Railroad itself – prophesized the popularity of electric railroading. The Central mainly played the game to make money; I'm not so sure that was the others prime motivation.

The operation of the Oneida Lines' Third Rail Line, especially, was way ahead of time, even more than state-of-the-art. It pushed Frank Sprague's philosophies to the limit. Yes, there was a lot of trial and error during planning and construction, as Henry Throop related, but in the end the project had been successfully masterminded. Its Achilles Heel, however, was that when tough times arrived it did not have a large city population base to bolster its operation. Residential numbers within the cities of Oneida and Sherrill in no way compared to the larger population centers of Utica, Syracuse, and Rochester. That's why New York State Railways determined that Oneida Lines had to die first, in so doing allowing its other three lines to remain alive although far from vibrant. But, in the end, they died, too. None, however, passed into history prematurely; they had been successful for their entire lives.

Wouldn't it have been wonderful if New York State Railways could have somehow soldiered on to remain in operation until the present time? Today, mass transit is all the rage just as was electric railroading at the turn of the calendar to the Twentieth Century. The trolleys and interurbans were doing then what we need to have today. Like I said, the Oneida Railway Company not only satisfied a need at its birth; it was also way ahead of its time. Therefore, let's not mourn the loss of its City and Third Rail Lines, let's celebrate its wonderful memory of adequate, admirable, and futuristic service, however brief it may have been.

The Oneida Railway Company was a transportation system, but it was also a friend. Don't think of its life in human terms; rather think of its service and friendship as being humanly. That should help to put a smile on your face.

The Oneida Railway Company was also generous to us. It was thoughtful enough to leave behind much to look for and collect; a veritable cornucopia of research material, photographs, and railroading appurtenances to make an archeologist smile. Just look at these pictures. We've definitely had fun exploring the old Third Rail Line. We hope you do, too.

Clockwise from left- Milepost #240 waits for visitors just east of Stop 9, nesting insulator blocks await your gaze just east of Stop 24 on the Go-Buggy line, concrete fence posts still protect the right-of-way near Stop 27, and a Dietz Vesta lantern awaits its next use to protect WSRR trainmen. Some of these have been languishing for upwards of fifty years; the insulator blocks for over eighty years!

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*- deceased

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Appendix

Historic Timeline for:

New York, West Shore & Buffalo Railway, West Shore Railroad, Oneida Railway Company, and New York State Railways – Oneida Lines

April 29, 1833- Utica & Schenectady Railroad chartered.

1830-1834- Sands Higinbothom purchases 460 acres of land, and settles in what would become Oneida. When the S&URR was organized, he struck up a deal with its directors allowing them to build the railroad across his land providing the trains stopped at his hotel and used it as the station. The hotel later became the property of John Allen and its name became the Allen House.

May 11, 1836- Syracuse & Utica Railroad chartered.

August 1, 1836- Utica & Schenectady Railroad begins service.

June 27, 1839- The first Syracuse & Utica Railroad train came to Oneida. Line opens 7/3/39.

January 26, 1853- Syracuse & Utica Direct Railroad chartered.

May 11, 1860- Central City Railway, Syracuse's first horse car trolley line, incorporated. Earliest component of NYSRys' Syracuse Lines.

July 24, 1862- Utica City Railroad incorporated.

December 5, 1863- The first horse drawn UCRR car traverses the Utica (NYCRR) to New Hartford line.

April 13, 1864- Name of Utica City Railroad changed to Utica & Waterville Railroad.

January 3, 1866- Work on extending the U&W from New Hartford to Clinton begins.

January 11, 1866- Utica, Chenango & Susquehanna Valley Railroad is organized.

September 3, 1866- The U&W "Dummy" reaches Clinton for the first time.

Spring, 1867- U&WRR name changed to Utica, Clinton & Chenango Valley Railroad.

November 14, 1867- UC&SVRR opened as far as Waterville, to East Hamilton on June 20, to Earlville on July 18, to Sherburne August 19.

March 25, 1868- UC&CVRR (ex-U&W, Utica City) becomes Utica, Clinton & Binghamton Railroad.

January 25, 1869- The NY&OMRR begins service Oswego to Norwich via Oneida. The line was opened to Jersey City, NJ on August 18, 1873.

July 15, 1871- The UC&B begins construction of its new "steam" line from Capron to the New York Central in Utica.

December 28, 1871- The UC&B's new "steam" line was opened to freight traffic.

January 4, 1872- the UC&B's new "steam" line was opened for passenger service and the first steam train ran from Utica to Clinton.

January 15, 1872- The UC&B leases its "steam" railroad to the NY&OMRR;UC&B still runs horse drawn trolley line to New Hartford.

August 18, 1873- The entire Midland line was opened to passengers and freight.

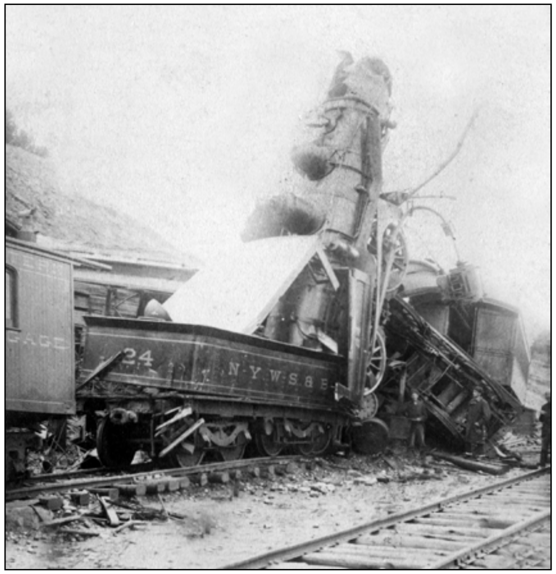
September 5, 1881- Corp. of the City of Syracuse allows NYWS&B to construct its railroad across and upon certain streets within the city, giving the railroad a right-of-way from east to west.

November 25, 1881- City of Utica allows NYWS&B to construct its railroad across and upon certain streets within the city, giving the railroad a right-of-way from east to west.

October 1, 1883- Upon opening day of NYWS&BRy to Syracuse, Engineer Michael H. Lyons-O'Brien is killed in the wreck shown at right. (See information and picture on page 25.)

May 8, 1885- Oneida grants OR a franchise to install a single track horsecar car from Madison Square down Main Street to Seneca Turnpike.

Collection of A. Bruce Tracy.



May 14, 1885- Oneida Railway Company of Oneida, New York is incorporated.

July 4 (Saturday), 1885- OR inaugurates service in Oneida from NYC to WSRR.

December 22, 1885- Rome City Street Railroad is incorporated.

June 12, 1886- City of Utica provides a franchise to the Utica Belt Line Street Railroad Company. Ground is broken on Steuben Street on August 18, 1886. West Utica Belt began operation on April 19, 1887, New York Mills extension June 21, 1887, and Blandina Street extension during August 1887.

December 1, 1886- UC&B horse drawn lines become a part of the Utica Belt Line Street Railroad Company.

1889- Syracuse, Eastwood Heights & Dewitt Railway Company began operation along Burnet Avenue.

March 18, 1890- Electric operation of Utica trolley cars begins.

July 5, 1893- The New York State Board of Railroad Commissioners approves the OR request to be allowed to change its power from horse to storage battery or electricity.

September 12, 1893- OR tests a Syracuse Storage Battery Company car on its Oneida trackage for thirty days, only.

NYWS&BRy station, Syracuse, 1884.

February 1, 1895- Herkimer, Mohawk, Ilion & Frankfort Electric Railway formed by merging of Frankfort & Ilion Railroad (incorporated April 9, 1871), Mohawk & Ilion Horse Railroad (incorporated April 2, 1870), and Herkimer & Mohawk Street Railroad (incorporated March 3, 1871). The HMI&FERy was merged into the U&MVRy on November 29, 1901.

February 16, 1895- Syracuse & East Side Railway Company begins operation using the SHE&DRyCo line, later acquired it and electrified it.

May 31, 1895- Oneida Lake Electric Railway is formed. Syracuse & South Bay Railway became the second attempt to connect Syracuse with Oneida Lake when it organized on May 10, 1900.

May 21, 1896- Syracuse Rapid Transit Railway chartered. It consolidated the Syracuse Street Railroad Company, the Syracuse Consolidated Street Railway Company, and the People's Railroad Company.

July 30, 1896- The OR builds a new horse barn on Main Street across from the Castle depot.

1898- S&ESRy becomes a property of the Clifford D. Beebe syndicate. Became East Side Traction Company on January 14, 1899, leased to Syracuse Rapid Transit on June 1, 1899.

May 13, 1898- First run to Fayetteville by Syracuse & Suburban Railroad, later Syracuse & Eastern Railroad. Extension to Manlius and Edwards Falls begins operation June 16, 1898. Jamesville Branch from Orrville begins operation August 4, 1903. Name changed to Syracuse & Eastern Railroad on April 29, 1923.

November 25, 1898- The Suburban Road is interested in extending its line eastward.

December 8, 1898- Utica Suburban Railway Company granted a franchise, becomes part of UBLSRR. Branch to Capron opened in 1899.

March 9, 1901- Subscriptions to build the Canastota & Morrisville Railroad have been promised from: Canastota- $16,150, Morrisville- $31,500, Smithfield- $5300, and Fenner- $1500.

March 11, 1901**-** John W. Boyle, president and general manager of the UBLSRR, sent to Edgar Van Etten, General Superintendent of the NYC&HRRR, a letter proposing to use the West Shore Railroad as a third rail line between Utica and Syracuse. "The Utica Belt Line Street Railway Company hereby make a proposition to enter into an arrangement or contract with your company whereby certain portions of the track or tracks of the West Shore Railroad shall be installed with the third rail system of electric propulsion, to the end that the Utica Belt Line electric cars may be operated between Utica and Little Falls on the east, and Utica and Syracuse on the west, or for any portion of such distances as may be deemed advisable." This is the earliest talk of electrifying a portion of the West Shore Railroad.

March 19, 1901- C. Loomis Allen (former GM of SRTRCo.) and Robert E. Drake representing the Syracuse syndicate, paid $25,000 to acquire OR.

March 25, 1901- Horace E. Andrews purchases UBLSRR as well as Utica & Suburban Railroad for a price of nearly $500,000.

March 28, 1901- The village of Oneida becomes a city.

June 24, 1901- West Shore depot at Chittenango is destroyed by fire.

July 16, 1901- OR seeks permission to build an overcrossing of the O&W at Oneida Castle for its line to Sherrill and Kenwood.
July 22, 1901- Oneida Construction Company holds its first meeting
July 24, 1901- U&MV Consolidated Street Railway Company of Utica (an Andrews syndicate) gains control of the OR.
July 27, 1901- Horace E. Andrews purchases the majority of stock of OR from T.C. and P.S. DuPont.
September 11, 1901- Harry C. Stone organizes the Oneida Traction Company.
September 20, 1901- The OR, OT, and the S&S request operating franchises from Oneida.
September 24, 1901- OR, OT, and S&S hold joint meeting.
September 27, 1901- Utica & Mohawk Valley Railway formed.
October 4, 1901- Canastota grants a franchise to C&MRR.
October 19, 1901- S&S files intention to extend line to Jamesville, Cazenovia, Delphi, Chittenango, Canastota, and Oneida.
October 19, 1901- Rochester & Eastern Rapid Railway incorporated. Construction began the following year on its Geneva Line.
November 2, 1901- NYSRR Commissioners gives its permission for the C&M to build its line.
November 7, 1901- Clifford D. Beebe syndicate incorporates Rochester, Syracuse & Eastern Railroad.
November 22, 1901- OT abandons its interest in building its line, leaving OR and S&S to seek franchises to build from/to Syracuse and Oneida.
November 23, 1901- S&S applies for a franchise to operate through the streets of Oneida.
November 27, 1901- Utica & Mohawk Valley Railway Company Consolidated formed by consolidation of fifteen lines, including UBLSRR.
December 12, 1901- U&MVRy Clinton Line (#3) trolley begins electric operation Utica to Clinton.
December 28, 1901- Oneida Construction Company authorized construction to Utica, Kenwood, Syracuse, Sylvan Beach and Rome for ORCo, and to electrify the Oneida City line of OR.
January 6, 1902- Both the OR and Syracuse & Suburban Railroad apply for a franchise to operate electric trolley lines through Oneida.
February 3, 1902- OR is granted a franchise from Oneida, but the S&S does not.
February 26, 1902- Harry J. Clark put in charge of electrifying OR. Mansfield J. "Joe" French second in command.
March 28, 1902- OR has secured a site next to its car barn for building a power plant, but arrangements are being made to have the Madison County Gas & Electric Company supply the power for OR's line(s).
May 12, 1902- OCCo begins construction of proposed extension on Main Street (near site of car barn and proposed power house) to Seneca Turnpike in advance of building line to Sherrill.
May 15, 1902- C.L. Allen becomes General Manager of U&MVRy. Harry J. Clark is to be chief engineer for U&MVRy.
May 17, 1902- OR begins clearing property north of West Shore and east of Main Street so that O&W can put in a track to deliver materials for use by the OR for its extension(s) and electrification.
May 22, 1902- OR begins construction on Lenox Avenue line under supervision of Engineer Harry J. Clark. 400 men and 125 teams are at work.
June, 1902- 400 men and 125 teams are at work on the Lenox Avenue line; rails arrive at Oneida Castle via an O&W siding to the OR yard.
June 17, 1902- Trolley routes are projected to Sylvan Beach and through the Stockbridge Valley to Hamilton and Norwich when OR expansion is completed. Proposal is made to generate power at Stockbridge Falls.
June 20, 1902- Syracuse to Rome line is projected to diverge off OR route at Oneida and run to Rome via Greenway and Verona.
June 21, 1902- U&MV begins operation between Utica and Rome. Service to Frankfort began June 14, 1902, Herkimer on December 15, 1902, and Little Falls on April 23, 1903.
July 15, 1902- OCCo is setting trolley poles along Main Street, and has installed about 2 miles of double track in Lenox Avenue.
July 27, 1902- Wampsville line nearly complete.
July 29, 1902- Last runs of horsecar operation. Line closed for electric conversion.
July 30, 1902- Operation of OR has ceased so that Main Street can be lowered an additional 5-feet to clear under WSRR.
August 1, 1902- Main Street and Lenox Avenue to be paved with vitrified brick.
August 5, 1902- Overhead crossing of O&W by OR at Oneida Castle still be studied and debated.
August 11, 1902- ORCo has torn out old strap rails in Main Street and is lowering the city water main 18 inches as part of franchise.
August 15, 1902- Sylvan Beach grants franchises to both C&M and OR to use Wood River bridge.

August 20, 1902- OR seeks a franchise to pass through Canastota. It plans to traverse Hickory Street and cross LVRR and North Main Street on a steel trestle.

August 21, 1902- A trolley line is proposed to run from Cazenovia to Manlius to (presumably) connect with the Syracuse & Suburban Railroad.

August 26, 1902- OR is stockpiling poles and rails at its O&W connecting yard. Trolley wire arrives this date.

September 11, 1902- Charles H. Bartow & Company is awarded the contract to pave with bricks Main Street and Lenox Avenue.

September 13, 1902- OR has made arrangements with Madison County Gas & Electric Company to furnish power.

September 14, 1902- Westmoreland gives OR a franchise.

September 29, 1902- Town of Lenox grants a franchise to OR to build to Wampsville and on to Quality Hill Road beyond Canastota.

September 29, 1902- Kirkland gives OR a franchise, the line is to run just to the south of the Kirkland O&W depot.

October 9, 1902- OR requests a time extension from November 1 to December 15 to finish its line within Oneida. Oneida Common Council disapproves the request. The concern is that if the OR is finished later the streets may not get paved before winter.

October 14, 1902- Oneida Board of Public Works grants OR a conditional extension to finish its construction.

October 19, 1902- OR estimates it will finish track laying in about 2 weeks.

October 22, 1902- OR receives a franchise from Vernon. This completes the franchises needed for the line to be built to Clinton for a connection with the U&MV line to Utica and Little Falls.

December 15, 1902- Opening day for electric service on the ORCo, shown at right.

December 22, 1902- 400 men and teams are still working on the line to Wampsville and Canastota.

December 26, 1902- An electrically powered snowplow has been received by the OR from U&MV. It is painted yellow and called the “Yellow Kid.”

January 2, 1903- Planned line through Stockbridge Valley plans to use power generated at Stockbridge Falls.

January 6, 1903- The bodies of OR’s new cars built by Brill were received in Oneida. They are #66, 68, and 70.

January 9, 1903- Work on Canastota line stopped for winter.

January 11, 1903- OR car #70 makes first run.

January 18, 1903- New York Central’s new mainline Oneida station opens today. This is the second of three stations.

January 28, 1903- OR advertises to sell its horses.

February 2, 1903- OR car #66 makes first run.

February 5, 1903- OR cars #66 and 70 are placed into service replacing the borrowed U&MV cars. #68 has not seen service yet.

March 8, 1903- The OR has decided to build an electric railway from Oneida to Rome.

March 14, 1903- Railroad Commissioners allow OR the right to put in undercrossings of the WSRR at Main Street and Lenox Avenue.

March 23, 1903- Because of Canastota’s unwillingness to give OR a franchise, OR has withdrawn its request and now has surveyors locating a line south of the village so as to bypass it. New line to pass through Quality Hill to Sullivan and on to Chittenango.

May 11, 1903- Andrews syndicate (U&MV) purchases Rome City Street Railroad.

May 22, 1903- Canastota finally grants OR a franchise to use Hickory Street through the village.

May 25, 1903- Work resumes on line to Wampsville and Canastota.

May 26, 1903- OR rejects Canastota’s franchise due to clauses having been added calling for the OR to pave streets and install water/sewer lines.

July 1, 1903- OR begins operation to Wampsville with car #84, but passengers must transfer from Lenox Avenue cars due to no connection under WSRR bridge. Trip takes 15 minutes and costs 5 cents. A station has been erected in Wampsville on the southeast corner formed by the OR and the 4-corners road (North Court Street). Local folks referred to the car/service as “Go-Buggy.”

July 7, 1903- State Legislature disapproves plan and funding for OR/Seneca Turnpike crossing of O&W.

July 8, 1903- Horace Andrews meets with Syracuse officials to seek joining the U&MVRy and OR with the SRTRCo.

July 8, 1903- Rome starts operating electric cars.

July 22, 1903- Mansfield J. French, who has been supervising construction on the OR, leaves for a new position in Cleveland.

August 4, 1903- Oneida Railway Company of Oneida, New York officially changes its name to Oneida Railway Company.

September 24, 1903- WSRR allows OR to suspend 2 trolley wires and one ground wire on and under Lenox Avenue bridge so that electric shuttle service from Lenox Avenue to Wampsville could begin.

1904- First automobile seen in Vernon.

March 10, 1904- Syracuse & South Bay Electric Railway is organized. Construction began April 1905. On Feb. 21, 1907 it was acquired by the Beebe Syndicate and Company added to the end of its name. The line opened between Syracuse & South Bay on August 27, 1908. Sold Nov. 1, 1916 to become Syracuse Northern Electric Railway, Inc. Last run: January 11, 1932.

March 11, 1904- The C&MRR is taking steps to abandon its intentions to build its line and is working towards dissolving the company.

April 8, 1904- OR, O&W, and Oneida are still haggling over an Oneida Castle overcrossing for Seneca Turnpike and OR.

April 8, 1904- Wampsville line reopens after being shut down for the winter.

April 15, 1904- Horace Andrews father, Samuel, dies.

June 8, 1904- The NYC announces it intends to fight trolley lines that parallel its road.

July 18, 1904- New York Central gains control of the SRTRCo and at the same time secured a controlling interest in the U&MVRy.

July 19, 1904- "The most significant and important fact of the trolley line merger proposed by Horace E. Andrews of Cleveland, who secured control of the SRTRCo is the admission made officially by the NYC railroad company that it has purchased an interest in not only the SRTRCo but in all the lines in the Andrews system……" This is the beginning of a NYC-Andrews alliance.

July 23, 1904- The SRTRCo was reorganized today, with Horace E. Andrews becoming president.

July 23, 1904- Officials toured the WSRR system to collect information and formulate plans to submit to President W. K. Vanderbilt regarding electrical enterprises of the New York Central. W.J. Wilgus was part of this party, and he is a 5th vice-president of the NYC&HRRR.

August 12, 1904- New York Central General Manager Alfred H. Smith announces electrification plans for the WSRR from Albany to Rochester, Utica to Syracuse section to be done first.

August 30, 1904- Little Falls advocates converting the Mohawk & Malone as an electric line to Remsen.

September 5, 1904- OC&RS desires to connect with the U&MVRy to make a direct line from Richfield Springs to Herkimer.

September 15, 1904- C. Loomis Allen is elected president of the Street Railway Association of the State of New York.

September 20, 1904- NYC&HRRR purchases the entire electric output of the Ontario Power Company of Niagara Falls.

September 28, 1904, The Utica Press: "Horace E. Andrews, president of the SRTRCo will ally himself more with the Central in this locality."

October 3, 1904- E. G. Connette, General Manager of the Syracuse Rapid Transit Railway Company, advised – after attending a meeting with NYC officials in New York City – that the West Shore between Utica and Syracuse is to be electrified, being next year.

November 1904- During this month, the NYC&HRRR tests its new electric locomotive – S Class #6000.

November 16, 1904- Officials of the U&MV decide to use WSRR between Ilion and Mohawk due to opposition of local officials who do not want a 2-track trolley line run within the communities.

December 3, 1904- West Shore Railroad between Utica and Syracuse is leased by NYC&HRRR to Oneida Railway Company, and the NYC&HRRR assigns the ORCo to equip this section of the WSRR for electric operation, and pursue passenger service over the line

December 7, 1904- It was announced today that the OR would begin construction on the WSRR between Syracuse and Utica as soon as the spring weather permits.

December 20, 1904- Clifford D. Beebe, president of the Auburn & Syracuse, and General Manager of the RS&ERR, has contracted to purchase 95% of the stock and bonds of the Syracuse, Lakeside & Baldwinsville Railway Company.

December 24, 1904- The new express car of the U&MV (#404) made a test run between Rome and Ilion and attained a speed of 60MPH.

January 7, 1905- A party of NYC officials (led by Electrical Engineer Katte) travel to Columbus, Ohio to inspect the operation of the Scioto Valley Traction Company's over running third rail operation as well as its power generating plant.

January 13, 1905- The NYC&HRRR and D&H secure Schenectady's entire electric railway system.

February 13, 1905- The Mohawk Valley Company- which will control all NYC and D&H electric properties- was formed.

May 16, 1905- Walter Kernan (attorney for U&MVRy.) announces that William K. Vanderbilt, Jr. is to be named to the boards – and become a vice-president – to both the U&MV and SRTRCo. Vanderbilt officially became an officer of the U&MV and SRTRCo on September 21, 1905.

June 30, 1905- Hudson River Electric Power Company begins to supply power to U&MVRy from its new powerhouse in Utica.

June 30, 1905- U&MVRy and NYC&HRRR reach agreement for use of West Shore tracks to by-pass villages of Ilion and Mohawk.

July 11, 1905- The Utica Press: "It is announced that the contracts soon to be let for the construction work upon the electrification of the West Shore railroad between Utica and Syracuse will be made with the Oneida Railway Company. The decision has been made to use an all West Shore line to connect the two cities."

July 21, 1905- Andrews, Stanley, and Allen are all in New York City working with W.K. Vanderbilt, Jr. to purchase supplies and materials for the electrification of the West Shore Railroad.

July 22, 1905- Horace Andrews announces that work on electrifying the West Shore will begin on July 25.

August 19, 1905- General Electric of Schenectady has been awarded the contract to supply electric apparatus for the third rail's power sub-stations and for its cars.

September 8, 1905- Work for adding a new track for the third rail line has commenced at Canastota.

September 22, 1905- John J. Stanley becomes Vice-president and General Manager of Syracuse Rapid Transit Railway Company.

September 23, 1905- Work for adding new track for the third rail line has been ongoing at Vernon under the direction of F. Marble.

October 1, 1905- E.G. Connette, General Manager of the SRTRCo leaves the company for a new position in Worcester, Mass. with the Worcester Consolidated Street Railway Company. He is replaced by John J. Stanley.

October 17, 1905- The first test run of the "Cut-off" between Frankfort and Herkimer was run today with car #22.

December 14, 1905- The U&MV opens over an electrified portion of the West Shore Railroad between Frankfort Junction (Frankfort) and Mohawk Junction (Herkimer) "The Cut-off" is set to begin regular service December 15, 1905.

December 18, 1905- W.K. Vanderbilt Jr. confirms that the NYC&HRRR had contracted with the Niagara, Lockport & Ontario Power Company to provide electricity to the road's electric lines west of and including Syracuse, and with the Hudson River Power Company to provide electricity to the road's electric lines east of Syracuse.

December 18, 1905- It is announced that the capital stock of the Mohawk Valley Company is to be increased from $100,000 to $10 million dollars.

January 5, 1906- The (Utica) Observer advises that $150,000 has been allocated by the NYC&HRRR for the building of 15 block stations to be built between Utica and Syracuse for the third rail project. F. B. Wiegand, the Central's superintendent of block systems will be in charge of their installation.

January 20, 1906- John J. Stanley is announced to be in-charge of all central New York NYC electric properties.

January 22, 1906- Horace Andrews replaces W.K. Vanderbilt, Jr. as head of all NYC&HRRR electric interests. He has resigned his position with the Cleveland Electric Railroad Company and is to be president of the Central syndicate owning and controlling a large number of traction lines. His office is to be in GCT in NY City.

February 7, 1906- The work of erecting the towers for the Hudson River Electric Power Company's line fro Spiers Ferry to Utica has begun.

February 15, 1906- Fifteen cars of the large interurban type are to be ordered for the Syracuse to Utica line.

March 1, 1906- The Strang gasoline-electric car "Ogerita" arrives in Utica on a test run over the WSRR from Weehawken.

March 15, 1906- The decision to use the Wilgus-Sprague underrunning type of third rail to supply power to cars on the Syracuse-Utica electrification was reached this date.

March 16, 1906- An order has been placed for 15 heavy interurban electric cars from J. G. Brill Company in Philadelphia, Pa.

March 23, 1906- Contracts for the building of the 4 power sub-stations was awarded to Utica firm of John F. Hughes.

April 19, 1906- The Archbold-Brady Company was awarded the contract for erecting the electric transmission line between the sub-stations at Clark Mills, Vernon, Canastota, and Manlius Center.

May 3, 1906- The contract for supplying 6,000 tons of third rail went to the Lackawanna Steel Company of Buffalo. The rail will be of the "bull-head" type, 70 pounds to the yard.

May 14, 1906- The new third track from just east of the Vernon station to Hecla has been installed.

May 15, 1906- The connection between the third rail line and the Burnet Line of the Syracuse Rapid Transit line has been made in Eastwood just across the Syracuse city line.

May 26, 1906- William K. Vanderbilt Jr. states that Syracuse-Utica cars will be running by December 1st, but admits work is progressing slowly.

July 2, 1906- The SRTRCo begins receiving power from Niagara, Lockport & Ontario Electric Power Company.

July 5, 1906- Grading work at Vernon is in process. Ties and rails are laid to within a short distance of Clark Mills, and the Vernon powerhouse is nearing completion.

July 10, 1906- OR and New York State reach agreement to strengthen the James Street bridge over the Oswego Canal in Syracuse allowing cars of 42 tons to cross. OR is to pay entire cost.

July 23, 1906- The Clark Mills power house is nearing completion. Grading for the third track from Vernon (east) is nearly completed, and the work of bonding the new 80lb rails on the main line (connecting copper wire to the ends of each rail) is being done by the John W. Roebling, Sons & Company of New Jersey. The 33 foot length 70lb contact rail is being installed on brackets on 11 foot centers.

August 21, 1906- The work of erecting the transmission towers from Utica to Clark Mills begins on this date.

September 14, 1906- It is announced that the third rail line will be open to Canastota on December 1, 1906, and that work on the signal towers is about to commence.

September 15, 1906- 67lb rails are being replaced with 80lb rails between Syracuse and Utica.

September 24, 1906- The U&MV people are putting in the new tracks to connect its line to the electric portion of the West Shore in South Utica.

September 26, 1906- Sub-station #4 at Manlius Center is about completed and the machinery is now being installed, Sub-station #1 at Clark Mills is well along and the roof is being put on. The other two stations are in the course of erection; Canastota is hardly begun.

October 5, 1906- The Oneida Dispatch: It was announced that the Hudson River Electric Power Company has purchased the common stock of the Madison County Gas & Electric Company. The HREPCo is the parent company of Empire State Power who had a contract with Oneida to light the streets for five years from January 1, 1907.

October 19, 1906- General Railroad Signal Company of Rochester is to begin construction of 8 signal towers on the WSRR between Clark Mills and Chittenango next week. There to be 2 at Clark Mills (one of 56 levers, the other of 32), Vernon Grade (32 levers), Vernon (32 levers), Oneida Castle (36 levers), Clockville Road (32 levers), Canastota (52 levers), and Chittenango (32 levers).

November 3, 1906- The shoes, and their attached arms, used to pick up the current from the third rail have been delivered to the Utica Park barns and will be installed on the cars when they arrive. Each shoe set weights 70 pounds.

November 6, 1906- The three track section west from Clark Mills is completed.

November 15, 1906- The OR is preparing to test the third rail between Oneida and Wampsville by connecting it to the city line power supply.

November 27, 1906- Allen states that “the new road has been equipped for use as an electric road as far as Chittenango.”

December 7, 1906- Officers of the U&MVRy are President Horace E. Andrews, and vice-presidents W.K. Vanderbilt, Jr, John J. Stanley, and (newly elected) C. Loomis Allen.

December 10, 1906- C. Loomis Allen begins work as the new General Manager of the SRTRCo. Mr. Allen’s jurisdiction also includes electric railway operations in Oneida, Utica, Rome as well the building of the West Shore electrification project.

December 12, 1906- The Hudson River Electric Power Company has nearly completed the transmission line system running to the sub-station at Clark Mills; the last tower was erected on Jan. 19, 1907.

December 12, 1906- The Rome & Oneida Electric Railway was incorporated today by filing the proper papers in Albany. Capital stock is $350,000.

December 21, 1906- Work on the WS electrification is suspended for the winter by Electrical Engineer Harvie.

December 29, 1906- The Hudson River Power Company has completed building its transmission line from Utica to Clark Mills.

January 5, 1907- Four cars to be used on the third rail line arrived in Utica from the J.G. Bill Company.

January 10, 1907- A proposal is made by the NYC to elevate the West Shore tracks in Syracuse and use the Washington Street line to bring the West Shore third rail cars into the city.

January 15, 1907- C. Loomis Allen is made a vice-president of the SRTRCo.

January 25, 1907- Four third rail cars are being rigged up for a test on the West Shore line on Feb. 9.

January 26, 1907- The Democratic Union (Oneida) forecasts that the “Third Rail Route Opens in July.”

February 2, 1907- Canastota Bee- “The work of stringing the three wires on the third rail’s transmission towers has been completed through this village.”

February 13, 1907, 8:10am- The Hudson River Electric Power Company’s transmission line from Utica’s “Flats” to the power sub-station at Clark Mills is tested this date.

February 9, 1907- The first third rail car was tested by the U&MV at their test track set up nearby the Utica Park carbarns.

February 21, 1907- Clifford D. Beebe purchases the Syracuse & South Bay Railroad for $251,000.

March 1, 1907- C. Loomis Allen states that Clinton Square will be the Syracuse terminal for the West Shore electric third rail cars.

March 4, 1907- One of the third rail cars was given a test run from Utica to Rome.

March 6, 1907- The SRTRCo are preparing to spend $150,000 to build a large carbarn and shop at Wolf Street in Syracuse for their cars as well as those to be used on the West Shore third rail line.

March 9, 1907- Motormen and conductors are now being selected from the SRTRCo, the U&MVRy, and OR to run the West Shore third rail cars once the line is opened. A school at the Utica Park carbarn is being set up to familiarize the men with the new – and larger – cars. 18 crews will be needed once the line begins operation.

March 12, 1907- Syracuse & South Bay Electric Railway Company was formed with a capital stock of $1.5 million.

March 12, 1907- Three motormen from the Oneida Railway Company have gone to Utica to train for operating the big third rail interurban cars.

March 14, 1907- The first third rail car made its way between Utica and Syracuse today, but it was towed by a steam locomotive. At Syracuse, however, the car was tested on the Burnet Street line to James Street. C. Loomis Allen used the occasion to load some of his household items onto the car in order to help move his family to their new home in Syracuse.

March 15, 1907- The work on the third rail line from Utica to Canastota is now in its final stages, but much still has to be done from Canastota to Syracuse.

March 16, 1907- Utica Observer- “The third rail in this area (and between Oneida and Canastota) has been energized with low voltage for several days now, and so far several dogs have already met a violent death and a number of children have had narrow escapes. The boys have been daring each other to touch the rail, and when one did he was thrown down the embankment.

March 23, 1907- About 60 men are back at work working on the third rail line. More men will be put on as soon as the frost is out of the ground. Work at the sub-stations has been slowed due to equipment that had been damaged in transit. General Electric is to supply replacement items.

March 23, 1907- Four motormen from the SRTRCo Salina Line go to Utica to familiarize themselves with the new cars they will be operating on the third rail line. They are: Owen Lynch, Thomas Colligan, Lester Kennon, and John Schrieb.

March 25, 1907- The NYC has posted warning signs along the electrified West Shore line informing persons of the danger and to not trespass.

March 25, 1907- The U&MV have welded all of the rails on the Genesee Street Line from the Main Street terminal to the West Shore.

March 30, 1907- The OR has fitted up 2 of its smaller cars with third rail shoes so as to be able to operate them to Wampsville.

April 1, 1907- The third rail is energized from Utica to two miles beyond Canastota. Beyond that, the third rail is still on the ground waiting to be installed.

April 5, 1907- 150 men went back to work today to work towards the completion of the third rail line between Canastota and Syracuse.

April 9, 1907- The installation of the machinery for the block and interlocking signal system on the West Shore will be commenced this week.

April 9 (Tuesday), 1907- With Allen at the controller of car #500, the first third rail car made its way up Genesee Street to South Utica, and then began the first test run over the third rail system as far as Canastota.

April 11, 1907- Engineer Harvie took three motormen on a trial run on the West Shore line so as to familiarize them with the line. The men were Moore and Salisbury from the U&MV Little Falls-Rome line, and Rhodes from the Clinton line.

April 12, 1907- When the motormen and conductors from the street railway lines are assigned to the third rail line, they will not be a part of the U&MV. They will get new cap badges that are to be stamped “Oneida Railway Company.”

April 17, 1907- Four trips per day are being made between Utica and Canastota for the benefit of the men who are to operate the cars when the third rail begins operation.

April 22, 1907- The number of crews needed to operate the third rail line has been increased to 30. The men are being tested by examinations of rules, signals, book of rules, etc. under the supervision of Trainmaster Spice at the U&MV offices in Utica.

April 22, 1907- Engineer Harvie tested 3 cars coupled together on the West Shore line today.

April 23, 1907- Building the new depot at Genesee Street in South Utica has begun; the foundation has been prepared for the structure.

April 24, 1907- Harvie states that the third rail is nearly all in place to Syracuse. On May 7 all of the third rail installation had been completed.

April 26, 1907- It is believed that the NYC will remove its 4 steam passenger trains between Utica and Syracuse when the third rail line opens. National Express business will be handled by a U&MV express car that is being fitted for third rail use at the Utica carbarn.

April 27, 1907- The plan had been to open the third rail line on May 1 from Utica to Canastota, but now it appears that the line will not be opened until the entire length is ready.

May 2, 1907- Railway Mail Service officials are in Utica conferring with Allen, and they are looking into establishing a mail route on the new third rail line. Mail has not been handled on this portion of the West Shore earlier. Asst. Supt. RMS Wade, from Buffalo, is in charge of this investigation.

May 4, 1907- Eight of the 15 third rail cars are ready to be operated over the line.

May 10, 1907- The city of Oneida states that it expects the OR to either build the overcrossing of the O&W at Oneida Castle to go to Sherrill or else to use Madison Street to do so.

May 11, 1907- The first person to get killed by electricity for the West Shore was Neil McDonald, age 20, a telegraph operator at the Clark Mills depot. He had climbed to the top of one of the transmission towers to take a photograph of snow from a spring storm and accidentally touched one of the three lines. The 60,000 volts killed him instantly, and before fireman could rescue his remains, most of his clothes had been burned off.

May 11, 1907- The Hudson River Electric Power Company now owns the Canastota Electric Light & Power Company.

May 16, 1907- The Andrews-Vanderbilt syndicate is attempting to gain control of the Syracuse & Suburban Railroad.

May 18, 1907- Third rail electrification declared complete, with the exception of the signal system.

May 21 (Tuesday), 1907- First test run of electric cars over entire length of third rail powered line. General Manager C. Loomis Allen is said to have been the motorman for this first run. The car #502 left Genesee Street at 8:25pm, Canastota at 9:21, Syracuse (James & Salina Street) at 10:45, and returned to Genesee Street at 12:20am. General Manager Allen stayed in Syracuse, and Motorman George Moore brought the car back to Utica. This was the first operation of a car over the "untried" section between Canastota and Syracuse.

May 27, 1907- The signal system on the third rail line is still being installed, and some thought is being given to opening the line before the signal work is completed.

June 9, 1907- The regular schedule has been put into effect on the third rail line, and crews making their trial runs (the newspapers call them "dress rehearsals") are now adhering to it, freight trains notwithstanding. Fares have also been established; it's $1.40 for a Utica to Syracuse trip.

June 14, 1907- The new timetable for the NYC West Shore indicates that the local trains that had run over the West Shore between Utica and Syracuse have been discontinued. These trains were the Syracuse Accommodation that left Utica in the morning, train #67 that went to Syracuse in the evening, train #74 had run from Syracuse to Albany but will now start at Utica, and train #76 which ran from Syracuse to Utica in the evening. These four trains have now been stricken from the new timetable.

June 15, 1907- Formal Opening of the Electrified Third Rail.

June 15 (Saturday), 1907- Grand opening of Electrified third Rail for dignitaries; public opening begins at 6am on June 16.

June 15, 1907- The Oneida Railway Company's third rail line was built by the Oneida Construction Company. The cost of building and equipping the third rail line was $2,248, 368.66.

June 15, 1907- The West Shore Railroad depot at East Utica is closed and discontinued at 6pm today.

June 20, 1907- The ORCo have begun running an baggage/express car between Utica and Syracuse (making 2 trips per day) to handle package goods, baggage, and express packages sent by the National Express Company.

June 22, 1907- The NYC&HRRR are proposing to use the ORCo to build a 2-track line from either Canastota or Oneida to Sylvan Beach.

July 2, 1907- By this date, the Syracuse third rail terminal had been made at Clinton Square.

July 4, 1907- The Busy Corner Drug Store (at Genesee and Bleecker streets) in Utica began selling third rail line tickets.

July 7, 1907- Allen states that the trolley line from Rome to Oneida will be built by the ORCo.

July 10, 1907- Utica Herald-Dispatch: “Third Rail Claims its First Victim.” Mandeville D. Pierce (a traveling salesman for the John White Confectionary Company of Syracuse) was attempting to return to his Syracuse home by walking along the third rail line. To rest, he sat on the cover of the third rail near Wampsville (milk station), and during the night fell off the cover onto the ground at which time he had come in contact with the third rail. He was found by Section Foreman Kineeley, who alerted authorities, and he was brought to Utica where he died in the hospital.

July 17, 1907- West Shore Railroad dispatchers moved from Albany to Utica and began dispatching trains between Utica and Syracuse today.

August 8, 1907- Oneida officials today examined the three routes planned to try to bring the trolley to Kenwood. One line is from the third rail line at Sherrill to Kenwood, another proposed route is to run up Glenwood Avenue, then cross the swamp to run parallel with the O&W to Kenwood without crossing the O&W, and the third proposal is to cross the O&W at Oneida Castle and run to Kenwood via Sherrill.

August 17, 1907- Oneida Community President P.B. Noyes takes the ORCo and Oneida Common Council to task in stating that he does not think that they are trying to use the best route to Kenwood, which is the line via the Oneida Castle overcrossing of the O&W. Representing the OC, Mr. Noyes offered the railway company a free right-of-way from Kenwood to Sherrill if they would build upon the route he suggested.

August 17, 1907- Under the supervision of H.C. Williams, men are still working to set up the signals and block stations along the third rail line. It is estimated that the work is completed within two months.

October 1, 1907- OR granted permission by NYC to put in a single track under Lenox Avenue bridge.

October 5, 1907- The New York Mills station on the West Shore on Hatfield’s Highway by the O&W crossing is to be discontinued.

October 9, 1907- The U&MVRy are about to move into the new express building on Lafayette Street at Broadway in Utica. The facility will be used by both the U&MV and ORCo to handle express and baggage shipments. The new express building opened October 28.

November 2, 1907- The ORCo are thinking of opening a summer resort at Hecla Pond.

November 5, 1907- The U&MV and ORCo are sponsoring a contest to design a trademark, emblem (logo) and nine prizes, amounting to $135 will be given to the accepted designers.

November 7, 1907- Voters make Wampsville the third county seat of Madison County. The first was Cazenovia, the second was Morrisville.

August 2, 1908- Syracuse Loop incorporating Noxon Street used for the first time.

December 31, 1908- Oneida Construction Company discontinued business and transferred its assets to Mohawk Valley Company.

January 13, 1909- OR authorizes a “wye” to be put in at Sherrill to connect to the third rail line, but the wye is never installed.

March 22, 1909- New York State Railways was formed from consolidating the Rochester Railway Company, Rochester & Eastern Rapid Railway, and Rochester & Sodus Bay Railway Company.

March 22, 1909- Rochester & Eastern Rapid Railway Company merged into NYSRys.

May 31, 1909- Cornerstone laid for Soldiers & Sailors Monument in Syracuse; dedicated June 21, 1910.

June 3, 1909- NYC and OR award the contract for widening the bridge over Clockville Road (#W391) to Sargent-Maxwell Company whose bid of $13,429 was the lowest of 9 bids submitted. Work is to be completed by October 1, 1909.

June 16, 1909- Oneida Railway Company is granted a certificate of necessity to build the 1.5 mile Sherrill –Kenwood line by PSC.

December 1, 1909- The Kenwood Extension, as the Sherrill-Kenwood trolley is officially referred to, begins operation.

December 18, 1909- Rochester, Syracuse & Eastern Railroad (later Rochester & Syracuse Railroad), planned, built, and completed this day by Beebe Syndicate. Abandoned June 27, 1931.

1909-1910- Lenox Avenue West Shore bridge replaced or extended to two spans at a cost of $12,500.23. This allowed trackage to connect the Oneida City line with the third rail at SSCV so that local service into Oneida could be run, which began October 31, 1911. OR paid for the bridge extension. The new bridge also provided clearance for third rail cars to pass underneath the span(s).

January 17, 1910- OR new shops at Wolf Street, Syracuse, opens.

May 10, 1910- Utica Boosters trip begins.

October 5, 1910- Block station KR at Kirkville was completely destroyed by fire. Towerman Warner was not able to put out the fire.

November 1, 1911- Electrified third Rail ex-WS line physically connected to original ORCo to affect local service from SS YO, through Oneida, to SS CV, began this day. Trackage added to connect ORCo to O&W station in Oneida also begins operation this date. Work began July 1, 1910 and was completed June 30, 1911, cost $14,596.47.

October 31, 1912- Oneida Railway Company, SRTRCo, Rochester Street Railway Company, and U&MVRCo merged into New York State Railways. NYSRys reaches its final form: Rochester Lines, Syracuse Lines, Oneida Lines (Syracuse-Utica interurban, Oneida city lines, Sherrill-Kenwood shuttle), and Utica Lines. Sixty corporations had gone into the formation, and NYC owned 68% on the company's stock.

February 17, 1913- RS&E, SL&NRR, and A&NERR (all Beebe holdings) were consolidated to form Empire United Railways.

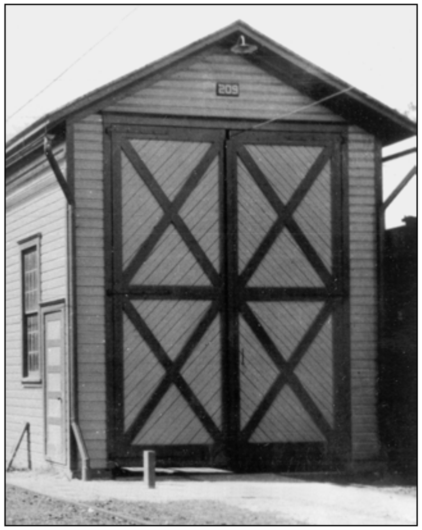
November 6, 1914- NYSRys contracts with John F. Hughes Construction Company to rebuild a portion of the Main Street (Utica) car barn. This was done so that third rail (bigger) cars could loop through to reverse direction. Previous, the cars had to loop on Bagg's Square wye.

November 14, 1914- NYSRys contracts with John F. Hughes Construction Company to remove old trolley poles in Main Street (Utica) and to fasten lines to New York Central's new Utica station.

December 1, 1918- Utica trolley fares rise from 5 to 6 cents. Fare was increased to 7 cents in 1922.

January 18, 1919- NYSRys contracts with Galbraith Brothers (Charles, Harry, Reginald, and James) of Oneida to sell tickets at their store located at 5 Lenox Avenue in Oneida.

1920s- NYSRys formed Rochester Railways Coordinated Bus Lines, Syracuse Railway Railways Coordinated Bus Lines, and Utica Railway Railways Coordinated Bus Lines.



November 24, 1922- Oneida 3-track carbarn burns. A new single-track "Garage" (right) was quickly built.

April 29, 1923- Syracuse & Suburban Railroad renamed Syracuse & Eastern Railroad.

August 29, 1927- Service ends on S-K trolley line. The line was formally abandoned July 31, 1928.

June 13, 1928- NYCRR sells its interest and holdings in New York State Railways.

June 29, 1929- Third Rail wreck at Vernon.

December 29, 1930- NYSRys agrees to terminate third rail line and sells the Utica-Syracuse motor bus franchise to Eastern Greyhound Lines for $46,000.

December 31, 1930- Last day of operation of New York State Railways' Oneida Lines.

January 1, 1931- Colonial Greyhound Company begins bus service from Syracuse to Canastota, Oneida, and Utica. Noble Smith Bus Company begins bus service between Oneida and Canastota.

October 25, 1931- Busses are substituted for electric trolley cars on Syracuse & Eastern Railroad. Last day of electric operations.

April 11, 1932- Calvin B. "Pop" Payson dies. He helped build the U&MV, OR (construction foeman VG to YO), and Syracuse/Oswego line. Then he spent 25 years as Supervisor of Track in Rochester.

January 22, 1933- Last day of operation of Burnet Street Line of Syracuse Rapid Transit. Busses assumed operation this day.

June 29, 1933- Last day for operation of the Rome-Little Falls U&MV.

June 28, 1934- The Canastota school district has purchased the old section/tool house at Wampsville on the West Shore and placed it at Roberts field to become a clothes changing and bath room.

March 22, 1936- Service is abandoned on the Clinton Line with the last run by car #48 when it left the Park in Clinton at 12:30am this date.

November 13, 1936- Oneida carbarn sold to Delos Stebbins for $685.

August 30, 1937- Manlius Center sub-station rented to Frederick A. Crittenden. Sub-station sold to GLF for $1,300 on July 26, 1942.

January 20, 1939- Equipment in Clark Mills sub-station sold to Abe Nathan for $600.

January 4, 1941- Last day of Syracuse streetcar operation.

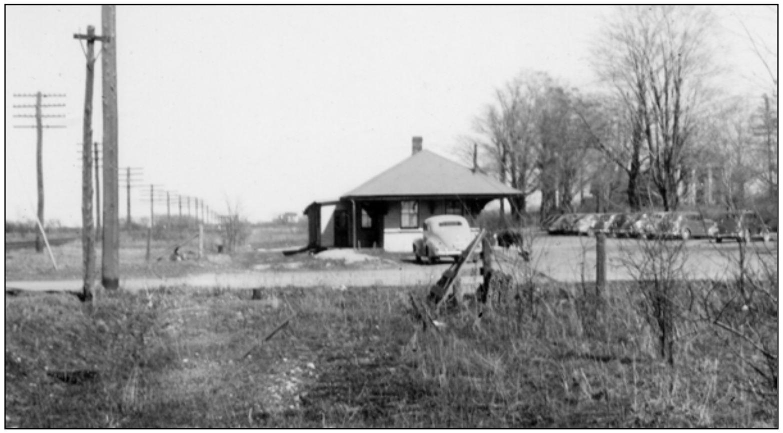
April 8, 1941- Capron Line (#5) service ends.

May 12, 1941- End of trolley operations within the streets of Utica.

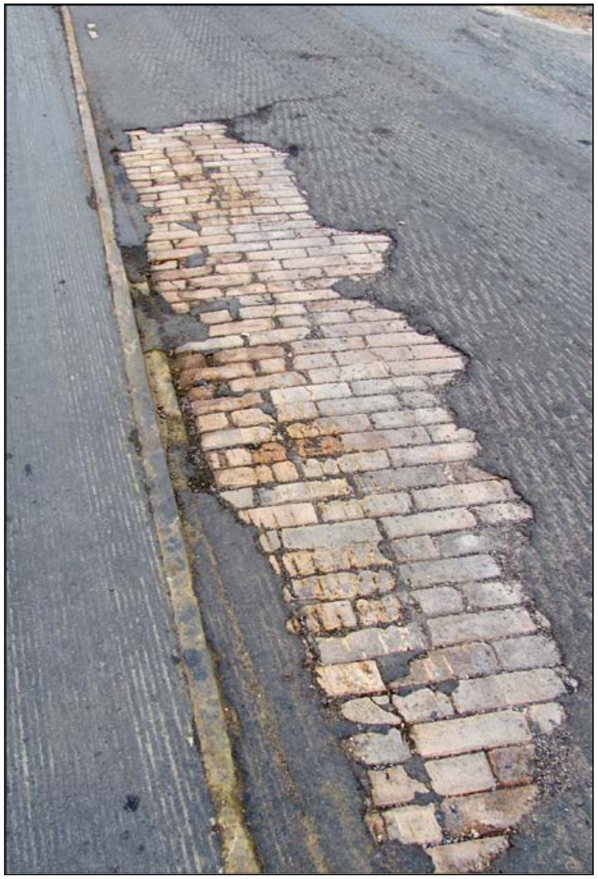
June 6, 1942- The south track between Oneida Castle and Vernon has been removed.

July 24, 1942- Vernon sub-station and property sold to city of Sherrill for $1,400.

July 26, 1942- Manlius Center sub-station sold to GLF for $1,300.
May 1, 1948- Utica Lines reorganized as the Utica Transit Corporation, trolley service had ended seven years earlier.
1955- Minoa to Canastota 12.9 miles WSRR abandoned.
1964- Vernon to New York Mills 12.3 miles WSRR abandoned.
June 1965 (during first week)- NYC new mainline opens on north side of Oneida so that the old line through the city is (mostly) discontinued.
1971- Harbor to South Utica. Harbor was where the connection from the WSRR joined the NYC mainline. This trackage was used by Albany-Utica WSRR passenger trains terminating at Utica station after June 16, 1907.
November 1, 1977- Oneida Castle to Vernon 5.6 miles WSRR abandoned.
1982- Canastota to Oneida Castle 5.9 miles WSRR abandoned.



Above- Wampsville station on April 9, 1941. At the time, Maude Parkhurst was living in the old depot and using a portion of it to serve as the village Post Office. She passed away in the building sometime during 1965. Barstow collection.



Left- Periodically, the City of Oneida improves Main Street by repaving its surface. After several resurfacings, the roadway has to be “ground” away before another new layer of asphalt can be applied to the street. On August 10, 2012, the grinder bit into the old surface, only to find that it could not take away all of the material that needed to be removed. The reason for this was that Oneida Railway Company rails were still in place, which was fortunate, otherwise the vitrified bricks would have been destroyed, too. These were the rails and bricks that had been put in place upon the railroad’s City Line connection to the Third Rail Line in 1911. Despite their age, both look pretty good. Fortunately, Bob Reeves alerted me to the presence of this “unearthing;” new pavement was put down the next day.